

***United States Court of Appeals
for the Second Circuit***



**APPELLEE'S
APPENDIX**

75-7672

United States Court of Appeals

FOR THE SECOND CIRCUIT

PANAGANGELOS ANTYPAS,

Plaintiff-Appellant,

against

CIA MARITIMA SAN BASILLO, S.A.,

and

P.D. MARCHESSINI AND CO., (HELLAS) LTD.,

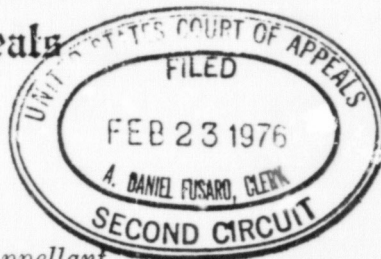
and

P.D. MARCHESSINI AND CO., (NEW YORK) INC.,

and

SS "EURYBATES", her boats, engines, tackle and apparel,

Defendants-Appellees.



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PL

APPELLEES' APPENDIX

POLES, TUBLIN, PATESTIDES & STRATAKIS

Attorneys for Defendants-Appellees

46 Trinity Place

New York, N.Y. 10006

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UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK

-----X

PANAGANGELOS ANTYPAS,

Plaintiff,

- against -

CIA.MARITIMA SAN BASILIO S.A.,

- and -

P.D. MARCHESSINI AND CO. (HELLAS)
LTD.,

- and -

P.D. MARCHESSINI AND CO. (NEW
YORK) INC.,

- and -

SS "EURYBATES", her boats, engines,
tackle and apparel,

Defendants.

-----X

S I R S :

PLEASE TAKE NOTICE, that each of the defendants are hereby required to serve verified answers to the interrogatories propounded herewith within 30 days after the service of the said interrogatories upon counsel for the defendants:

1. Set forth the name, ^{residence} address and nationality of each member of the Board of Directors of Compania Maritima San Basilio S.A. for the period of time between January 1, 1972 and December 31, 1972.

2. Set forth the names and residence addresses and nationality of each officer of COMPANIA MARITIMA SAN BASILIO S.A. for the period of time between January 1, 1972 and December 31, 1972.

3. Set forth the names, addresses and nationality of each stockholder of COMPANIA MARITIMA SAN BASILIO S.A. for the period of time between January 1, 1972 and December 31, 1972.

4. Set forth the name, residence address and nationality of each member of the Board of Directors of P.D. MARCHESSINI AND CO. (NEW YORK) INC. for the period of time between January 1, 1972 and December 31, 1972.

5. Set forth the name, residence address and nationality of each officer of P.D. MARCHESSINI AND CO. (NEW YORK) INC. for the period of time between January 1, 1972 and December 31, 1972.

6. Set forth the name, residence address and nationality of each stockholder of P.D. MARCHESSINI AND CO. (NEW YORK) INC. for the period of time between January 1, 1972 and December 31, 1972.

7. Set forth the name, residence address and nationality of each member of the Board of Directors of P.D. MARCHESSINI AND CO. (HELLAS) LTD. for the period of time between January 1, 1972 and December 31, 1972.

8. Set forth the names, residence address and nationality of each officer of P.D. MARCHESSINI AND CO. (HELLAS) LTD. for the period of time between January 1, 1972 and December 31, 1972.

9. Set forth the names, residence address and nationality of each stockholder of P.D. MARCHESSINI AND CO. (HELLAS) LTD. for the period of time between January 1, 1972 and December 31, 1972.

10. State with respect to the stock-books of each of the defendant corporations

- (a) The present location of the stock-books of each such corporation;
- (b) In whose custody such stock-books for each such corporation are maintained.

11. State with respect to the plaintiff's employment aboard the SS EURYBATES

- OK (a) The date when plaintiff joined the vessel;
- OK (b) Where the plaintiff joined the vessel;
- OK (c) The capacity in which the plaintiff joined the vessel;
- OK (d) Whether or not the plaintiff is claimed to have signed any written agreement with respect to his employment aboard the vessel;
- OK (e) In the event that it is claimed that plaintiff signed any written agreement or agreements with respect to his employment aboard

the vessel set forth a copy of all such agreements.

12. Set forth with respect to the itinerary of the SS EURYBATES subsequently to the plaintiff's employment aboard the vessel.

- (a) Each port at which the vessel touched subsequently to the plaintiff's employment, when it arrived and when it departed from each such port;
- (b) Any periods of time during which the plaintiff was employed aboard the vessel that the vessel was sailed in ballast and without cargo.

13. State with respect to the EURYBATES whether or not the vessel was employed in any liner service during the plaintiff's employment aboard the vessel.

14. If the answer to the prior interrogatory is in the affirmative, state

- (a) Which liner service the vessel was so employed in, and
- (b) The period of time that the vessel was employed in each such liner service.

15. Set forth a copy of all cargo manifests, outgoing or incoming, filed by any of the defendants with respect to all cargo carried aboard the SS EURYBATES during

the period of plaintiff's employment aboard the vessel at any place whereat the vessel touched during such period of time.

16. State with respect to the cargo carried aboard the EURYBATES during the period of plaintiff's employment aboard the vessel

- John J. [unclear]*
W. J. [unclear]
- (a) The name and address of the owner or owners of all such cargo carried aboard the vessel;
 - (b) From where to where each such item of cargo was carried;
 - (c) The loading facility where all such cargo was taken on board;
 - (d) The discharging facility where all such cargo was discharged;
 - (e) The name and address of the shipper of all such cargo;
 - (f) The name and address of the consignees of all such cargo.

17. Set forth a true copy of all charter parties pursuant to which the SS EURYBATES operated during the period of plaintiff's employment aboard the vessel.

OK
18. State the name and residence address of each master who served aboard the SS EURYBATES during the period of plaintiff's employment aboard the vessel.

19. Set forth a true copy of all voyage account records received, kept or maintained by each of the defendants during the period of plaintiff's employment aboard the vessel.

20. Set forth the name, address and employer of the shore-side person, persons, executive or executives charged with the responsibility for the operation of the EURYBATIS during the period of plaintiff's employment aboard the vessel.

21. Set forth the name, address and employer of the shore-side person or persons, executive or executives charged with the responsibility for all accounting and financing with respect to the SS EURYBATIS during the period of plaintiff's employment aboard the vessel.

22. Set forth the name, address and employer of the shore-side person or persons, executive or executives charged with the responsibility for repairing and maintaining the hull and machinery of the EURYBATIS during the period of plaintiff's employment aboard the vessel.

23. Set forth the name, address and employer of the shore-side person or persons, executive or executives charged with the responsibility for ship's stores and supplies for the vessel during the period of plaintiff's employment aboard the vessel.

24. Set forth with respect to the existence and contents of any insurance agreement or agreements under which any person carrying on an insurance business may be liable to satisfy part or all of a judgment which may be entered in this action or to indemnify or reimburse any defendant for payments made to satisfy any judgment herein

(a) A true copy of all such insurance agreements;

(b) The date upon which and the name

of each person, firm or corporation payment of each premium or call ^{paid} with respect to such insurance that was in effect during the period of plaintiff's employment;

- (c) The name and residence address of each agent, employee or representative of each such insurer to whom notice was given of the occurrence of injury suffered by the plaintiff.

25. Set forth the name, address and employer of the shore-side person or executive who administered or handled on behalf of each of the defendants with the insurer heretofore named the personal injury claim of the plaintiff herein.

26. State the name and address of each bank wherein each defendant maintained an account, stating

- (a) Where each deposit was made of each check or payment made by each shipper or charterer during the period of plaintiff's employment aboard the vessel.

27. State the name and address of each mortgagee to whom the SS EURYBATES was mortgaged during the period of plaintiff's employment aboard the vessel.

28. State the name and residence address of

each and every Panamanian citizen involved with or having any connection with the ownership, operation, maintenance or control of the vessel ERYEATES, and state the connection of each such.

23. State with respect to every Board of Directors' meeting held by each of the defendant corporation during the years 1971 and 1972

- (a) The date and address at which each such Board meeting was held;
- (b) The names of all persons present at each such Board meeting;
- (c) Specify each occasion wherein any such director was represented by someone else as proxy, and the name of the director so represented by proxy.

29. State with respect to each corporate meeting of the stockholders held during the years 1971 and 1972 of each of the defendant corporations

- (a) Where each such meeting was held;
- (b) The name of each stockholder present at such meeting and the number of shares voted by each;
- (c) In each such case where a stockholder was represented by proxy, state the name of the proxy voting said the/shares of the stockholder;

- (d) State the name and address of the present custodian of the minute books of each corporation.

30. State with respect to all dividends paid by each corporation to its stockholders

- (a) The date and amount of each such dividend during the years 1971 and 1972;

- (b) The names of each stockholder to whom such payments were made.

31. State the name, address, and capacity of all personnel serving aboard the EURYBATES during the course of voyage 35W during the year 1972.

32. State with respect to the said voyage 35W

- (a) When and where the said vessel commenced the said voyage;
- (b) When and where the said voyage terminated.

33. State with respect to voyage 35E of the said vessel

- (a) When and where such voyage commenced;
- (b) When and where such voyage terminated.

34. Set forth a true copy of all voyage accounts for voyages listed by the defendants as voyages 35W and 35E maintained, kept or received by each of the defendants for the period of such voyages.

35. Set forth a true copy of all sailing directions, instructions and correspondence had by each of the defendants by letter, cable, wire, Telex or otherwise with respect to the commencement of voyages 35W and E and during the course of each.

36. Set forth a true copy of all reports, accident reports, or other advices originating from the vessel, with respect to any injury or illness sustained by the plaintiff during the course of voyages 35W and/or 35E, stating

- (a) By whom each such was received;
- (b) The occasion for the making of each such report.

37. State with respect to any injury or illness suffered or claimed to have been suffered by the plaintiff during the course of voyages 35W or 35E

- (a) Each occasion on which a report with respect to any such injury or illness was reported in any log or other record of the SS EURYBATES;
- (b) Whether or not any such injury or illness, has been reported by the vessel or any of the defendants to the P&I insurer for the vessel;
- (c) If the answer to (b) is in the affirmative, set forth a true copy of any such report, or accident

- report furnished by each defendant to such personal injury insurer;
- (d) State the name of the person forwarding such personal injury report or accident report to the personal injury insurer stating to whom each such report was sent and when.

38. Attach a true copy of all operating instructions for the SS EURYBATES for voyages 35W and 35E that are claimed not to have originated from the United States.

39. Set forth all medical reports received by each of the defendants with respect to any injury or illness originating or claimed to have originated during the course of voyages 35W and/or 35E of the SS EURYBATES stating with respect to each

- (a) Who received such report and by whom it was sent;
- (b) When received by the recipient of such report;
- (c) The date and amount of each payment made by any defendant in connection with any medical treatment received by the plaintiff.

40. State the names and addresses of all persons investigating on behalf of each of the defendants

the occurrences or happenings stated in the complaint herein including the names of any persons making any such investigation or report at the direction or request of any insurance company protecting, indemnifying and defending the defendants in this case.

41. State with respect to any investigation conducted by any of the defendants or any persons on their behalf,

- (a) Whether or not written statements of any witnesses were secured in the course of such investigation;
- (b) The name and address of each witness from whom any such written statement was obtained;
- (c) The name, address and present whereabouts of all persons who have present custody of any such statements;
- (d) Set forth a true copy of each of such statements.

42. State with respect to any maintenance and/or medical care provided to the plaintiff by each of the defendants and/or anyone on their behalf

- (a) Each and every physician and/or medical institution paid by such defendant or on their behalf for medical care provided to the plaintiff;

- (b) The respective dates on which all such medical care will be claimed to have been provided;
- (c) Which of the defendants made each such payment, and was such payment reclaimed by it from any other defendant or insurance carrier.

43. State with respect to any joint service agreements filed with the Federal Maritime Commission of the United States

- (a) Whether or not any of the defendants were signatories to any such joined service agreements that were in effect during voyages 35W and 35E in 1972 of the EURYBATES.
- (b) If (a) is in the affirmative set forth true copies of all such joint service agreements that were in such effect.

44. State with respect to the title "Marchessini

Lines"

- (a) Whether or not any of the defendants were doing business under the name "Marchessini Lines" during the year 1972;
- (b) Whether or not the EURYBATES during the course of voyages 35W 35E were engaged in service of

one of the "Marchessini Lines";

- X-53
- (c) Whether or not any of the defendants had filed with the United States Federal Maritime Commission any tariffs that were in effect during the year 1972;
 - (d) If the answer to (c) is in the affirmative, identify all such tariffs that were in effect during the year 1972.

45. Set forth true copies of all agreements in effect in 1972 entered into by any of the defendants herein either with each other or with any other person, firm or corporation relating to the operation and/or management of the SS EURYATES.

46. Set forth a true copy of all voyage accounts maintained by, rendered by, and received by each of the defendants herein with respect to the EURYATES during the year 1972 indicating

- (a) Which accounts were maintained by the defendants;
- (b) Which accounts were received by which defendants;
- (c) The office in which each such account respectively was put together or maintained in the first instance.

47. Attach hereto a copy of all log-book records of the vessel relating or referring to any accident, injury or illness sustained by the plaintiff while serving aboard the EURYBATES.

PLEASE TAKE FURTHER NOTICE that each such response to an interrogatory heretofore propounded that will require duplication of an original document, may be duplicated by Xerox copy at the expense of the plaintiff.

LEBOVICI & SAFIR
Attorneys for Plaintiff
Office and P.O. Address
15 Maiden Lane
New York, N.Y. 10038

TO: POLES, TUBLIN, PATESTIDES &
STRATAKIS, ESQS.
Attorneys for Defendants
37 Wall Street
New York, N.Y.

UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK

-----x
PANAGANGELOS ANTYPAS,

Plaintiff,

- against -

CIA MARITIMA SAN BASILLO S.A.,

- and -

P. D. MARCHESSINI AND CO.,
(HELLAS) LTD.,

- and -

P.D. MARCHESSINI AND CO.,
(NEW YORK) INC.,

- and -

SS "EURYBATES", her boats, engines,
tackle and apparel,

Defendants.
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(C.M.M.)

ANSWERS TO
INTERROGATORIES

Answers of defendants CIA MARITIMA SAN BASILLO S.A.,
P. D. MARCHESSINI AND CO. (HELLAS) LTD. and P. D. MARCHESSINI
AND CO., (NEW YORK) INC. to Interrogatories dated November 14,
1974 propounded by plaintiff PANAGANGELOS ANTYPAS:

1. P. D. Marchessini
25 Vasilisis Sophias
Athens, Greece
Greek

George J. Georgandopoulos
23 Akti Miaouli
Piraeus, Greece
Greek

Gerassimos S. Kornellos
23 Akti Miaouli
Piraeus, Greece
Greek

Photis N. Nikitiades
23 Akti Miaouli
Piraeus, Greece
Greek

2. P. D. Marchessini - President
George J. Georgandopoulos - Vice President
Gerassimos S. Kornellos - Secretary
Photis N. Nikitiades - Treasurer
3. All shareholders are neither citizens or residents of the United States.
4. A. P. Marchessini
222 East 61st Street
New York, New York
United States Citizen

Paul Ganteaume
540 East 20th Street
New York, New York
United States Citizen

Sydney Cook
220 Elderfield Road
Manhasset, New York
British Citizen

Mrs. Hazel M. Fabre
3617 Glenwood Road
Brooklyn, New York
United States Citizen
5. A. P. Marchessini - President
Paul Ganteaume - Vice President and Treasurer
Sydney Cook - Vice President
Mrs. Hazel M. Fabre- Secretary
6. A. P. Marchessini
United States Citizen

Dimitri Marchessini
43A Ovington Square
London SW1, England
United States Citizen
7. Since P. D. MARCHESSINI AND CO. (HELLAS) LTD.
is a partnership with limited liabilities under Greek law it
has no Board of Directors.
8. None, partnership
9. None
10. (a) With the exception of P. D. MARCHESSINI
AND CO., (NEW YORK) INC. all stock books are located in
Piraeus, Greece.

(b) George A. Georgandopoulos

11. (a) May 27, 1971
(b) Rotterdam
(c) Oiler
(d) See attached employment contract
(e) See attached employment contract
12. (a) See attached itinerary
(b) None
13. Yes
14. (a) Between Far Eastern ports, United States East Coast ports and the ports of various Northern European countries.

(b) All the time
15. Since the sale of the SS EURYBATES on November 1, 1974, the documents requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured, a copy of them will be forthwith sent to your office.
16. Since the sale of the SS EURYBATES on November 1, 1974, the information requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured, a copy of them will be forthwith sent to your office. In addition, the information requested in this interrogatory is almost impossible to obtain since much of the information requested may no longer be available.
17. None
18. Captain N. Vayanos
147 Voriou Ipirou Street
Athens, Greece
Greek Citizen
19. Since the sale of the SS EURYBATES on November 1, 1974, the documents requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured, a copy of them will be forthwith sent to your office.

20. The owners employed numerous personnel throughout the world that were charged with the responsibility for the operation of the EURYBATES during the period of plaintiff's employment aboard the vessel. The owners do not have available the name, address and employer of each such person.

21. The owners have employed numerous personnel in Greece charged with the responsibility for all accounting and financing with respect to the SS EURYBATES during the period of plaintiff's employment aboard the vessel. The name, address and employer of said personnel is not available from the existing records of the owners.

22. The owners employed numerous personnel throughout the world that were charged with the responsibility for the operation of the EURYBATES during the period of plaintiff's employment aboard the vessel. The owners do not have available the name, address and employer of each such person.

24. (a) The rules and regulation of the Oceanus (Bermuda) P & I Club.

(b) The owners paid all premiums.

(c) Lamorte, Burns & Co., Inc.
One World Trade Center
Suite 3147
New York, New York

Messrs. G. & N. L. Daniolos
27 Prossopoulo Street
Athens, Greece

25. Messrs. G. & N. L. Daniolos
27 Prossopoulo Street
Athens, Greece

26. The owners utilized numerous banks throughout the world for the deposit of each check or payment made by shippers. The name and address of each bank wherein each defendant maintained an account has changed on numerous occasions and records thereof cannot be accurately determined.

27. None

28. All Board of Directors Meetings of each defendant which is a foreign corporation were held in Greece.

(a) The defendants are currently reviewing their corporate records and will shortly file supplementary answers in this regard.

(b) The defendants are currently reviewing their corporate records and will shortly file supplementary answers in this regard.

(c) The defendants are currently reviewing their corporate records and will shortly file supplementary answers in this regard.

29. All stockholder meetings for each defendant corporation which is a foreign corporation was held in Greece.

30. None

31. See attached crew list

32. (a) Yokohama

(b) Hamburg

33. (a) Hamburg

(b) Yokohama

34. Since the sale of the SS EURYBATES on November 1, 1974, the documents requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured, a copy of them will be forthwith sent to your office.

35. Since the sale of the SS EURYBATES on November 1, 1974, the documents requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured, a copy of them will be forthwith sent to your office.

36. See attached log abstract

(a) By the Master

A 21

(b) The chief officer reported to the Master plaintiff's desire to debark from the vessel in Yokohama in order to seek medical attention. Upon receipt of this information and as is the normal practice aboard the vessel an appropriate log entry was made.

37. (a) See attached

(b) Yes

(c) See attached

(d) Messrs. G. & N. L. Daniolos

38. Since the sale of the SS EURYBATES on November 1, 1974, the documents requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured, a copy of them will be forthwith sent to your office.

39. (a) See attached

(b) See attached

(c) See attached

40. Messrs. G. & N. L. Daniolos and John Kissanis

41. (a) Yes

(b) See attached documents

(c) The present location of such persons is unknown.

(d) See attached documents

42. (a) See attached

(b) See attached

(c) See attached

43. (a) Yes

(b) See attached

44. (a) Yes

(b) Yes

(c) Yes

(d) Since the sale of the EURYBATES on

A 22

November 1, 1974, the documents requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured a copy of them will be forthwith sent to your office.

45. See attached

46. (a) Since the sale of the SS EURYBATES on November 1, 1974, the documents requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured a copy of them will be forthwith sent to your office.

(b) Since the sale of the SS EURYBATES on November 1, 1974, the documents requested cannot be readily located. However, efforts are continuing to locate said documents. In the event said documents are procured a copy of them will be forthwith sent to your office.

(c) Piraeus, Greece

47. See attached

Dated: New York, New York
February 6, 1975.

POLES, TUBLIN, PATESTIDES & STRATAKIS

By [Signature]
A Member of the Firm
Attorneys for Defendants
Office and P. O. Address
37 Wall Street
New York, New York 10005

TO: LEOVICI & SAFIR
Attorneys for Plaintiff
Office and P. O. Address
15 Maiden Lane
New York, New York 10038

1. ΣΥΜΒΑΛΛΟΜΕΝΑ ΜΕΡΗ

Εν Πειραιεί σήμερα την 24ην Μαΐου 1971

οί κάτωθι:

α) Ἀπ' ἐνός ὁ Ἐκπρόσωπος ἐν Ἑλλάδι τοῦ Πλοιάρχου κ. Γεώργιος Ι. Γεωργαντόπουλος

Ἀκτὴ Κισαούλη 5, Πειραιεύς

τοῦ Α/Π ΕΥΡΥΒΑΤΗΣ ΦΟΡΤΗΓΩΝ ΣΤΡΟΒΙΛΟΚΙΝΗΤΩΝ ΚΑΤΑΣΚΕΥΗΣ 1961

Σημείας ΕΛΛΗΝΙΚΗΣ

Νηολογίου ΠΕΙΡΑΙΩΣ 1825 ΚΟΧ

3712

ΛΔΣ ΣΧΖΛ

Πλοιοκτησίας COMPANIA MARITIMA SAN BASILIO S.A.

β) καὶ ἀπ' ἑτέρου ὁ Ναυτικός ΠΑΝΑΓΑΓΓΕΛΟΣ ΑΝΤΥΠΛΑΣ τοῦ ΣΠΥΡΙΔΩΝΟΣ

Γεννηθεὶς εἰς ΚΕΦΑΛΛΗΝΙΑ τὸ ἔτος 1933

ΜΕΘ 34168-N

καὶ κατοικῶν εἰς ΠΕΙΡΑΙΑ

ὁδὸς ΕΞΟΦΩΝΤΟΣ 78

συνεφωνήσαμεν τὴν ἐπὶ τοῦ ἀνωτέρω σκάφους ναυτολόγησιν τοῦ δευτέρου ἐκ τῶν συμβαλλομένων σημερινῶς τῶν ὅρων ἐργασίας τῆς Ἑλληνικῆς Συλλογικῆς Συμβάσεως Ναυτικῆς Ἑργασίας ὡς ἐπίσης καὶ ὑπὸ τοῦς κάτωθι συμφωνηθέντας εἰδικoὺς ὅρους:

2. ΕΙΔΙΚΟΙ ΟΡΟΙ

α) Βαθμὸς ἢ Εἰδικότης Ναυτολογήσεως Λιπαντής

β) Μηνιαίος Μισθὸς Ε 78,84

σὺν ἐπίδομα Κυριακῶν 11%.

γ) Διάρκεια Συμβάσεως ΕΠ' ΑΟΡΙΣΤΟΝ

δ) Τραυματισμοὶ καὶ ἀσθένειαι θὰ διέπονται συμφῶνως τῇ Ἑλληνικῇ Νόμῳ καὶ τῆς Ἑλληνικῆς Συλλογικῆς Συμβάσεως Ναυτικῆς Ἑργασίας τοῦ δευτέρου τῶν συμβαλλομένων ἀποδεχομένου ὡς μηνιαίων μισθὸν ἀσθενείας (Νοσηλεία εἰς Νοσοκομεῖον 32,04) καὶ (Νοσηλεία εἰς Νοσοκομεῖον 40,44). Πᾶσα δὲ ἀπαίτησις ἢ διαφορὰ διὰ τραυματισμὸν ἢ ἀσθένειαν ὁ δεῦτερος τῶν συμβαλλομένων συμφωνεῖ ὅτι θέλει ἐκδικάζεσθαι ἀποκλειστικῶς παρὰ τῶν Ἑλληνικῶν Δικαστηρίων.

ε) Συμφωνεῖται ὅτι ἡ μισθοδοσία τοῦ δευτέρου ἐκ τῶν συμβαλλομένων ἄρχεται ἀπὸ τῆς ἡμέρας ἐπιβίσεως καὶ ναυτολογήσεως τούτου ἐπὶ τοῦ ὡς ἄνω ἀναφερομένου πλοίου.

στ) Συμφωνεῖται ὅτι αἱ εἰς τὸν ναυτικὸν καταβαλλόμεναι διάφοροι ἀποζημιώσεις ἢ τοι ἐπίδομα Κυριακῶν 110/ο, ἐπίδομα ὑπερενιανυσίου ὑπηρεσίᾳ ἢ εἰς χρῆμα ἄδεια, ὑπολογίζονται ἐπὶ τῇ βάσει τοῦ ὑπὸ τῆς Συλλογικῆς Συμβάσεως προβλεπομένου μισθοῦ.

ζ) Ὁ ναυτολογούμενος συμφωνεῖ ὅτι ὑποχρεοῦται νὰ ἐξακολουθῇ ὑπηρετῶν ἐπὶ τοῦ ὡς ἄνω ἀναφερομένου πλοίου ἀνεξαρτήτως ἐάν τὸ πλοῖον οὐκ ἐκτελῇ ταξείδια εἰς τὸ Νότιον Βιετνάμ.

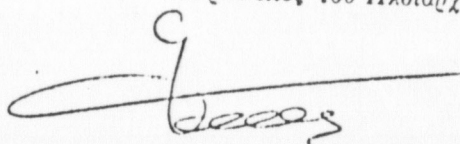
ΤΑ ΣΥΜΒΑΛΛΟΜΕΝΑ ΜΕΡΗ

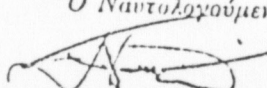
Ὁ Ἐκπρόσωπος τοῦ Πλοιάρχου

Ὁ Ναυτολογούμενος

Εν Πειραιεί τῇ 19.....

Ἡ Λιμενικὴ Ἀρχὴ





(11)

ΥΠΕΥΘΥΝΟΣ ΔΗΛΩΣΙΣ

Ὁ κάτωθι ὑπογεγραμμένος ΠΑΠΑΓΕΩΡΓΙΟΣ ΑΝΔΡΙΑΣ ἀναχωρῶν
 πρὸς ναυτολόγησιν ἐπὶ τοῦ Α/Π "DETAINEE" δηλῶ ὑπευθύνως
 καὶ ἐν γνώσει τῶν συνεπειῶν τοῦ Νόμου περὶ ψευδοῦς δηλώσεως ὅτι οὐδέποτε εἰς τὸ παρελθὸν ἐχαρα-
 κτηρίσθην ὡς DETAINEE ἢ DEPORTED παρὰ τῶν Μεταναστευτικῶν Ἀρχῶν τῶν Ἑνωμένων Πολιτειῶν
 Ἀμερικῆς ἢ Καναδᾶ ἢ ἐτέρας χώρας ὡς ἐπίσης ὅτι οὐδέποτε εἰς τὸ παρελθὸν ἐδραπέτευσα εἰς λιμένας
 τῶν ὡς ἄνω ἐπικρατειῶν. Προσέτι δὲ ἀναλαμβάνω τὴν εὐθύνην καὶ ὑποχρέωσιν ὅπως, εἰς περὶ τῶν
 δραπετεύσεώς μου εἰς τὸ ἐξωτερικόν, ἐπιστρέφω εἰς τὸ ὡς ἄνω πλοῖον ἅπαντα τὰ δαπανηθέντα δι' ἐξοδα
 ναυτολογίσεως καὶ ἀποστολῆς μου παρέχων ἀπὸ τοῦδε εἰς τὸν ἐν Ἑλλάδι ἐκπρόσωπον τοῦ ὡς ἄνω πλοίου
 τὸ δικαίωμα τῆς εἰσπράξεως τούτων διὰ παντός νομίμου μέσου.

Ἐν Πειραιεὶ τῇ 24ῃ Μαΐου 1971

Ο ΥΠΕΥΘΥΝΟΣ ΔΗΛΩΝ



A 25

7

S/S ELLRY BATES - VOY 30

1970

ROTTERDAM: ARR 9/27 0300 FOB 961
 SLD 10/1 18.30 FOB 1675 BUNKERED 766T

ANTWERP: ARR 10/2 09.30
 SLD 10/3 22.25 FOB 1637

POSITION: 10/9 43.34N 47.17W PRESENT SPEED 15.7 W-GALE
 ETA PILOTS 1800 12TH; BALTIAMORE 12TH
 10/12 09.30 LT 38.58N 73.16W 17.5
 ETA PILOTS 1500 BALTIAMORE 2200 12TH

BALTIAMORE: ARR 10/12 22.40 ANCHORAGE
 DOCKED 0700 13TH W/S - 9 LOCKST POINT
 FOB 1177 ETS 1800
 SLD 10/13 19.15 FOB 1170

NEW YORK: ARR ANCHORAGE 10/14 15.20 FOB 1130
 DOCKED 10/14 19.30
 SLD 10/16 18.10 FOB 1106

CHARLESTON: ARR 10/18 06.35 FOB 1035
 SLD 10/20 00.20 FOB 1015

POSITION: 10/22 18.58N 74.41W 15.5 100 48
 ADVERSE WEATHER FIRST 48 HRS PRESENT SPEED 16.3
 ETA CRISTOBAL 0300 24TH

CRISTOBAL: ARR 10/24 0520 FOB 808
 BALBOA: SLD 10/25 0235 FOB 1733 BUNKERED 9.53T

POSITION: 10/28 10.09N 99.27W 15.7 100 48
 10/31 11.04N 119.0W 16 100 48
 11/3 11.18N 139.50W 17 101
 11/6 11.53N 161.03W 16.7 100.6
 11/9 12.24N 178.17E 16.6 100.5
 11/12 12.55N 156.57E 17 100.5
 11/15 12.48N 136.21E 16.7 100.5 ETA MANILA 2300 12

8

A 26

S/S ELLRY BATES - VOY. 30

1970/71

MANILA ARR 11/19 04.15 VIEW STRONG TYPHOON AUTHORITIES
DECLARED PORT CLOSED EARLIEST DOCKING
0600 20TH

DEPARTED 11/20 0930 FOB 494
SLD 11/21 2400 FOB 445

HONG KONG: ARR 11/23 1600 FOB 355 ETD 25 PM BUNKERED 660T
SLD 11/25 19.30 FOB 933 ETA KACHSIUNG 1700 26TH

KACHSIUNG: ARR 11/26 21.10 FOB 876 BERTHED 22.20 ETD 2100 27TH
SLD 11/27 19.00 ETA KEELUNG 0900 28TH

KEELUNG: ARR 11/28 11.45 BERTHED 1700
SLD 11/29 23.30 ETA PUSAN 1700 1ST

PUSAN: ARR 12/1 21.00 BERTHED 07.30 2nd ETD 0700 3RD
SLD 12/3 19.00 FOB 690 ETA KOBSE 1600 4TH

KOBSE: ARR 12/4 21.15 FOB 627 ETD 6TH
SLD 12/6 14.10 FOB 610

YOKOHAMA: ARR 12/7 04.45 FOB 576 ETD 2100 HRS; YOKOHAMA BERTH OCC.
SLD 12/7 22.10 FOB 561

YOKOHAMA: ARR 12/8 10.45 FOB 539 ETD 11TH ETD NOW 0600 12TH
SLD 12/12 17.30 FOB 1744 BUNKERED 1249 T

POSITION: 12/16 37.36 N 103.22 E 94 13.9 GALE PRESENT 16.2
12/19 40.08 N 104.56 W 102 15.67 GALE
12/23 34.03 N 133.50 W 102 16.3
12/27 21.35 N 108.55 W 102 16.11
12/30 11.58 N 91.30 W 101.3 16.25
ETA BALBOA 1900 1ST

BALBOA: ARR 1/1 19.10 FOB 722 COM. TRANSIT 19.28
CISTERNAL: SLD 1/2 02.50 ETA AMBROSE 0300 7TH

A 27
S/S EURY BATES - VOY 30 (CONT.)

1971

POSITION: 1/2 11.28 N 78.48 W 49.9 15.5
 " 1/3 16.55 N 75.53 W 49.4 15.37 ROTIGH SEA
 " 1/4 22.39 N 74.28 W 100.6 15.62
 ETA AMBROSE 0630 7TH
 " 1/5 29.13 N 74.30 W 101.8 16.5 ETA 0550 7TH
 " 1/6 0700 HRS 33.16 N 74.14 W 16.5 PRESENT SPEED 16
 ETA AMBROSE 0630 7TH NP

NEW YORK: ARR 1/7 0500 FOB
 SLD 1/12 1700 FOB BUNKERED

POSITION: 1/15 42.50 N 51.36 W 102.7 16.04
 " 1/18 48.50 N 25.53 W 102.5 16.15
 ETA ROTTERDAM 1700 21ST

PASSED HOOK OF HOLLAND 1/21 1600

ROTTERDAM ARR

SLD
 ANTWERP ARR 1/30
 SLD 2/1

S/S EURY BATES - VOY 31
 ROTTERDAM
 ANTWERP ARR 1/30 SLD 2/1
 LONDON: ARR 1/25 0200 COMMENCED 0700 (5 GANGS)

LEHAVRE SLD 2/3 0300 LOADED 500MT/D/T

POSITION: 2/5 49.07 N - 22.53 W - 102.8 17.24
 " 2/8 42.39 N 51.24 W 102.6 15.64 Gale ETA Baltimore
 " 2/9 GALE-WEATHER PERMITTING ETA AMBROSE 0600 2/11

NEW YORK ARR 2/11 AMBROSE 0630
 BERTHED 2/11 1030 FOB 1102 T

2/12 SAILED FOR BALTIMORE 1315 HRS FOB 1100 T
 DART 2/13 ARR. BALTIMORE 1500 HRS DOCKED 1700 HRS
 RELAY M/C FCB. FOB 1050 T
 " 2/16 SLD - 1315 HRS FOB 1010 T

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A 28

S/S FERRYBATES, VOY. 311971

CHARLESTON: ARR. 2/17. 2310 FOB 942 T

DOCKED 2/17- 2330 HRS.

2/17 0800 COM. DISCHARGING & LOADING.

SLD- 2/18 0650 FOB 915 T FW 105- DRAFT F 24'10"

DRAFT A- 27'06" CARGO FINISHED 0600 2/20

LOADED 3212 LT. DISCHARGED 66.97 LT.

POSITION: 2/22- 2024N- 7400W-100.8-15.59 RUMBLE SEA
ETA CRISTOBAL 0800 2/24

CRISTOBAL: ARR. 2/24 1026 FOB 712 TRANSITS 2/25 1230

(ACCOUNT LOCK OVERHAUL & PORT CONGESTION)

BALBOA: SLD- 2/25^{10:15} DUNKERED 1061- TOTAL 1750 T.POSITION: 2/1- 11.17N-105.36W-101.3-16.53.
" 3/6- 12.55N-132.55W-100.9-16.46.
" 2/10-12.58N-160.43W-101.2-16.62-
" 3/14-12.40N-171.54E-101.0-16.4-
" 3/18-13.10N-144.44E-100.5-16.26- ETA MANILA 3/22 0700

MANILA: ARR. 3/22 1155 HRS DOCKED 1315- FOB 552 T. ETD 3/24- 1800 HRS.

SLD- 3/25- 0220 HRS FOB 517 T. ETA HONG KONG 3/26- 1800 HRS

HONG KONG: ARR. 3/26- 1815 HRS- DOCKED 2000 HRS FOB 430 ETD 3/28 PM.

SLD- 3/28 1730 FOB 1006 ETA KAOHSIUNG 3/29 1600.

KAOHSIUNG: ARR. 3/29 1430 FOB 962 BERTHED 1650 ETD 3/30 Noon

SLD. 3/30 1600 FOB 948 ETA KEELUNG 3/31 0600

KEELUNG: ARR. 3/31- 0820 BERTHING 1600 ETD 4/1- NIGHT

SLD- 4/2- 1200 ETA PUSAN 4/4 MORNING

PUSAN: ARR. 4/4 0930 DOCKED 10.30 ETD 4/5 11.00 FOB 798 T

SLD- 4/5 0700. FOB 785 T LOADED 1770 T

ARR.

SLD- 4/7 2400 FOB 1216 RECEIVED 499.43

BERTHING YOKOHAMA 4/9- 0800 DUE LATE ARRIVAL TONIGHT

YOKOHAMA: ARR- 4/9 2230 FOB 1166 T

SLD 4/15 0650 FOB 1700 INC 600 SEAS

A 29

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S S EUBATES, VOY. 311971

POSITION

4/19. 42.04N 171.21W 16.25 101.4
 4/23- 40.13N 155.09W 16.26 102-
 4/26. 30.59N 125.46W 16.30 102-
 4/30 17.12N 104.40W 16.51 101.8 ETD BALBOA 5/1

BALBOA

ARR:

5/4 1514 FOB 720 TRANSITS 5/5 04.30
 ETD CRISTOBAL 5/5 1130.

CRISTOBAL

ARR:

5/5

SLD:

5/5 1208 ETA YOURS 0500 5/10.

POSITION:

5/5 14.37N 77.03W 99.4 14.9 RUGH SEA
 5/8- 25.24N 74.39W 99.7 16.4 ETA AMBROSE 5/10 140
 5/10 31.25N 73.09W 100.8 13.5 PRESENT SPEED 16 KNT
 ETA TODAY 2330.

NEW YORK

ARR:

5/11 0010 (PILOT) DOCKED 0350 FOB 425 T.
 SLD 5/14 0145 FOB 697 T

POSITION:

5/17. 44.11N 45.30W 101.3 16.36 CONDITION SATISFACT
 5/20- 49.26N 19.45W 101. 15.71 RUGH SEA
 ETA TILBURY 5/22 2330.

LONDON:

ARR:

5/22 - DOCKED 2130

SLD:

5/26 1600

ROTTERDAM:

ARR:

5/27 - 0420 FOB 190 BUNKERED 1503

SLD

5/29 - 1200 FOB 1617.

ANTWERP:

ARR:

5/29 - 2140

SLD:

5/30 - 1400 FOB 1596 T

POSITION:

6/2 - 49.24N 2204W 16.08 102.7
 6/7 - ETA AMBROSE 6/8 - 0300

NEW YORK:

ARR:

6/8 -

SLD:

6/10 - 1615

BALTIMORE:

ARR:

6/11 - 1305 DOCKED - FOB 1097 - ETD PM TODAY -

SLD:

6/11

CHARLESTON:

ARR:

6/13 - DOCKED 2000 FOB 1010 T

SLD:

6/15 2325 FOB 984 FW 110 T

POSITION:

6/18 17.49N 75.18W 99.2 16.4 ETA CRISTOBAL 6/19 2300

CRISTOBAL:

ARR:

6/20 0040 FOB 750 TRANSITS 6/20 1215

BALBOA:

ARR:

6/20 2004 -

SLD:

6/20 2004 FOB 1777. LIFTED 1007 T

(12)

A 30
S.S. EURYDATES, VOY. 71 32

1971

POSITION:

6/24- 11 50 N 101.58 W - 99.4 - 16.01
6/28- 13.04 N - 128.18 W - 99.3 - 16.13
7/2- 13.04 N - 156.08 W - 99.1 - 16.60
7/7- 13.02 N - 176.31 E - 99.4 - 16.40
7/11- 13.10 N - 149.22 E - 99.0 - 16.27
7/14 13.04 N - 128.57 E - 99.0 16.19

TYphoon PERMITTING ETA SUBIC BAY 7/16 0530

SUBIC BAY
MANILA
MANILA
SUBIC

ARR: 7/16 0505 FOB 532 DOCKED 0850
ETD EVENING 18TH DAYLIGHT 19TH.
7/19 0800 SAILED MANILA 495 TONS BUNKER
7/19 1245 ARRIVED SUBIC
7/19 1640 DOCKED SUBIC ETD 2300
7/19 2315 SAILED SUBIC ETA HONGKONG 1000. 21ST.

7/22 HK REPORTS DUE TYphoon ETA NGW 23 0700

HONG KONG

7/23 ARRIVED 0800 BUNKERS 334 ETD AM 25TH.
7/25 SAILED 1900 FOB 905-
ACCORDING TOKYO'S INSTRUCTIONS HAVE
INSTRUCTED MASTER PROCEED KEELUNG-

KEELUNG:

PISAN:

ARR: 7/29-0530 BERTHED 0800 ETD 7/30 PM.
SLD: 7/30 0133

Kobe:

ARR: 7/31 1300 FOB 671
SLD: 8/1 2100 FOB 1153 INCLUDING 499.34 TAKEN.

Yokohama:

ARR: 8/2 1940 FOB-1106.
SLD: 8/7 1800 FOB.1752 INCLUDING 689 REPLEN.

Position:

8/11- -41.34 N 165.59 E 15.76 100.5 Rough Sea
8/13 -41.10 N- 160.27 W- 16.0 - 100.3.
8/18- 33.07 N. 130.36 W- 16.0- 100.5
8/22- 20.16 N- 106.41 W - 16.0 - 100.7
8/26 05.39 N- 84.35 W- 15.63 - 99.9
ROUGH SEA ETA BALBOA 8/27 1300.

BALBOA: ARR:

8/27 1410 FOB 760 TRANSITS 1900
ETD CRISTOBAL 8/28-0300

BALBOA:

8/28 DELAYED TRANSIT ACCOUNT FOG
ETD CRISTOBAL 8/28 1300

CRISTOBAL: SLD:

8/28 1240 FOB 742- ETA AMAROSE 9/2 0900

Position:

9/1- 0900 32.32 N - 74.15 W - PRESENT SPEED 16.4
WEATHER PERMITTING ETA AMAROSE 9/2 1330

A 31

S/S EURYBATES, VOY. #32

1971

POSITION:

9/1- REQUEST FOR PRATIQUE ETA AMROSE
9/2 1330- ALL ANSWERS NEGATIVE

9/1- FREE PRATIQUE GRANTED DOCKING ON ARRIVAL
PIER 4 STATEN ISLAND SOUTH SIDE

NEW YORK:

ARR: 9/2 1730 FOB 502-REPL. 300 T.
SLD: 9/8 2030 FOB 755

POSITION:

9/12 45.14 N 43.40 W 16.64-101.5

ROTTERDAM:

ARR: 9/17 1715 FOB 305-REPLENISHED 1497.8 T
SLD: 9/18 1840 FOB 1798

LONDON:

ARR: 9/19 1020 FOB - ETS 9/21 PM-
ETS ANTWERP 9/23 FOR FLUSHING
SLD: 9/21 2150

S/S EURYBATES, VOY. #33

ANTWERP:

ARR: 9/22 1645 FOB 1720 ETS TONIGHT FOR
SLD: 9/24 0115 FOB 1707 FLUSHING DRYDOCKING

FLUSHING:

ARR: 9/24 0730- DRYDOCKING & REPAIRS
SLD 9/30 0900

HAMBURG:

ARR: 10/1-
SLD 10/1 1445 N.Y FOR ORDERS

POSITION:

(FROM N.Y)

10/4 49.31 N-17.35 W-16.74-103

10/6- PROCEED IMMEDIATELY MANILA VIA CAPE OF GOOD HOPE
REPEA. CAPE OF GOOD HOPE CONFIRM-

10/6- PLEASE IGNORE OUR CABLES 5TH AND 6TH REQUESTING-
YOU PROCEED MANILA VIA CAPE OF GOOD HOPE STOP
INSTEAD PLEASE NOW PROCEED KEYWEST FOR ORDERS
STOP CONFIRM AND TELEGRAPH PRESENT POSITION
AND ETA KEYWEST STOP IMPERATIVE MAINTAIN
CLOSEST POSSIBLE RADIO WATCH.

POSITION:

10/6- YOURS, KEYWEST ORDERS CONFIRMED POSITION
2200 GMT- 49.15 N- 85.45 W ETA KEYWEST 1900 10/12
10/8- 39.29 N- 49.32 W- 104.5- 17.06
10/10- 33.18 N- 64.51 W- 104.6- 17.24.
10/12 POSITION 0800- 27.48 N- 78.37 W ETA KEYWEST 0300 10/13

FROM NEW YORK TO EB:

NOW PROCEED CRISTOBAL FOR TRANSITING PANAMA CANAL
STOP AFTER SAILING BALBOA PROCEED MANILA ALONG GREAT
CIRCLE TRACK KEEPING CLOSE RADIO WATCH ITS SEND POSIT
MAY DEVIATE YOU TO WEST COAST FOR ADDITIONAL CARGO CONSIGN

A 32
S.S. EURYBATES. VOY. 33

14

1971

POSITION:

10/12 - YCARS 10/12 CONFIRMED ETA CRISTOBAL 1600 10/15
BUNKERS ON ARRIVAL 900 TONS.

NEW YORK EB. 10/14 -

YCARS 12TH ARRANGE TAKE MAXIMUM BUNKERS
CANAL AS USUAL SUPPLIERS MOBIL STOP ADVISE
TOTAL D/W BASIS FULL BUNKERS.

POSITION:

10/14 - 15.47N - 76.26W - 17.64 - 104 - ETA CRISTOBAL 10/15 1400
TOTAL D/W BASIS FULL BUNKERS 3200 TONS.
ARRIVED 1410 15TH WITH 950 FUEL TRANSIT 0300 16TH

CRISTOBAL ARR 10/15

ALBUA SLD 10/16

LIFTED 569 F SAILED 1027 16TH F 1900

POSITION

10/18 - 12.11N 91.55W - 104.5 - 17.28

10/20 - 19.35N 104.37W - 104.5 - 17.20

10/23 - 27.40N 125.50W - 104.0 - 17.51

10/27 - 33.58N 151.50W - 103.5 - 17.22

11/1 - 31.03N 168.39E - 103.5 - 17.45

11/5 - 20.28N 138.46E - 103.5 - 17.55

ETA MANILA 11/8 - 1100-

NILA

ARR. 11/8 1030 FOB 600 DOCKED 1335 ETD EVENING 10TH
SLD 11/11 0735 FOB 570 ETA HONGKING 12TH 1900

HONG

ARR. 11/12 2230 FOB 500 ETD AM 14TH
SLD 11/14 0500 FOB 450 ETA KADISQNA DAYBREAK 15TH
LOADED APPROX. 900 T

OSING ARR. 11/15

SLD. 11/15 2230 FOB 440 ETA KEELUNG 16TH 1300

ELUNG

ARR. 11/16 1510 - BERTHED 1700 ETD 17TH EVENING
SLD 11/17 1740 ETA PUSAN 19TH MORNING

AN.

ARR 11/19 -
SLD 11/21 2230 FOB 1750 INCLUDING REPLEN. 1470 T

HAMA

ARR 11/24 0140 FOB 1640 ETD 3RD
SLD. 12/3 1615 FOB 1530 - (FOR KOBE)

E

ARR. 12/4 1430 FOB 1482 ETD 7TH
SLD. 12/8 0910 FOB 1710 INCLUDING 249.74 REPLENISHMENTS.

ION

12/12 - 28.11N 163.50E 16.0 101.6 49
12/16 - 23.13N 171.20W 77.14 22 RUGH SEA
12/20 - 18.67N 145.21W 77.5 15.21.
12/23 14.68N 120.28W 101-16.66
12/27 09.35N 95.50W 100.5 15.71 FUEL 73.2

DEA

ARR. 12/30. 0635 TRANSIT 1300 ETD CRISTOBAL 2030

CRISTOBAL SLD 12/30 2002 FOB 576 - NIL PASSENGERS.

A 33

15

S.S. EURYBATES, V/331972

POSITION

1/2 24.30N 74.36W 98 15.33 ETA AMBROSE 1/4 2200
 1/4 E.A. AMBROSE 2200 1/4 -

NEW YORK ARR: 1/4 2230 PILOT. ANCHORED 2350
 1/5 0700 BERTHED - FOB 317 - REPLENISHED 500 T.

SLD: 1/8 1700 - FOB 765

POSITION

1/11 42.48N 50.00W 102.5 16.69.
 1/14 45.51N 24.67W 101 16.33 - STORM WEATHER PERMITTING
 ETA ROTTERDAM 17TH 1700

ROTTERDAM ARR: 1/15 0430 FOB 324
 SLD 1/19 2100 FOB 301

LONDON - ARR 1/20 1200 ETS 22ND 1200

S/S EURYBATES, V/34

HAMBURG ARR 1/23 1900 ETS 24TH 1900
 SLD 1/24. . . . ETA ANTWERP 26TH 0200 COMMENCING 0600

ANTWERP ARR 1/26 0130 COMMENCED 0600 - ETS 27TH 1700
 SLD 1/27 2000 FOB 1717

POSITION

1/31. 48.08N 27.50W 96 14.7 STORM PRESENT SPEED 10.5
 2/2 47.43N 39.01W 8.54 - 94.3 BLUE VIOLENT STORM
 PRESENT SPEED 8.
 2/3 0800 CONFIRMING NEW YORK 45.15N 42.30W
 PRESENT SPEED 15
 2/4 44.00N 48.05W 98.5 GALE 12.6 PRESENT SPEED 16.5
 WEATHER PERMITTING ETA AMBROSE 0500 2/7
 REQUEST FOR RADIO PRATIQUE ALL ANSWERS NEGATIVE

NEW YORK ARR: 2/7 1620 (PILOT) BERTHED 1830 FOB 1200 T
 SLD 2/11 1800 - FOB 1160

BALTIMORE ARR. 2/12 1400 FOB 1120 -
 SLD 2/14 1915 FOB 1100

A 34

16

S.S. EUPHATES. V/34.1972

CHARLESTON: ARR 2/16 0700 (DOCKED FOB 102 FT
SLD 2/17 2240 FOB 1004T

POSITION - 2/20. 17.10' N- 75.39' W 16.73 102.5 ETA CRISTOBAL 21ST

CRISTOBAL ARR. 2/21 1845 FOB 812 TRANSITS 0900 22ND

BALBOA SLD 2/22 1510 FOB 1740 LIFTED 948T

POSITION 2/26 12.21' N 104.43' W 16.88 102.5
3/1 13.37' N 132.51' W 16.95 102.3

3/5 13.30' N 161.06' W 16.95-102.5
3/10 13.37' N-170.59' E 16.75-101.7
3/14 13.09' N-143.05' E 16.70-101.5
ETA MANILA 17TH 2330

MANILA ARR 3/17 2325 FOB 570 DOCKED 0120 18TH ETD NOON 18TH
SLD 3/20 2325 FOB 532 ETA HONG KONG 22ND 1300

HONG KONG ARR 3/22 1600 FOB 451 ETD PM 24TH
SLD 3/24 1600 FOB 428 ETA KAOHSIUNG 1300 25TH

KAOHSIUNG ARR 3/25 1330 BERTHED 1500 FOB 384 ETD TONIGHT
SLD 3/25 2330 ETA KEELUNG 26TH 1400

KEELUNG ARR 3/26 1430 BERTHED 1530 ETD 25TH NOON
SLD 3/28 1130 ETA PUSAN NOON 30TH FOB 328

PUSAN ARR 3/30 0620 BERTHING 0955 ETD REVERTING DUE RAIN

YOKOHAMA ARR 4/1 0535 FOB 1737
SLD 4/1 2240 FOB 1733

YOKOHAMA ARR 4/2 1930 FOB 1655 ETA CANTON
SLD 4/11 0700 FOB 1776 INCLUDING 195.5 REPLEN.

POSITION 4/15 42.09' N 164.14' E 15.12 101.7 GALE

A 35

17

S.S. "EURYBATES, V/34"1972

POSITION

4/17 PROCEEDING MIDWAY ORDER DISCHARGE HOSPITAL
FIREMAN ANAGNOSTAKIS DUE SERIOUS ILLNESS
ETA 4/18 0700 LT.

MIDWAY

ARR 4/18 PARAMEDIS BOARDED - PATIENT DISCHARGED
SLD 4/18 0900

POSITION

4/22 25.04N 149.11W 15.8 101.9
4/26 20.12N 122.02W 16.35 103.3
4/30 12.49N 95.34W 16.73 102.5 ETA 0700 3TH

BALBOA

ARR 5/3 0820 TRANSITS 1630 ETD CRISTOBAL 0300 4TH

CRISTOBAL SLD

5/4 0458 FOB 581

POSITION

5/5 16.22N 76.16W 15.14 101.5 ROUGH SEA
ETA AMBROSE 0700 9TH
5/7 28.31N 74.27W 101 16.48 WEATHER PERMITTING
ETA AMBROSE 0540 9TH
5/8 0500 33.36N 74.11W 16.9 ETA AMBROSE 0530 9TH

NEW YORK

ARR 5/9 0600 (AMBROSE) DOCKED 1500 FOB 200
SLD 5/12 2230 FOB 690 T- (BUNKER SUPPLIED 545 T-)

POSITION

5/15 41.04N 51.32W 104-17.10
5/18 47.30N 26.13W 103.1-16.8 ETA TILBURY 21ST 1400.

LONDON

ARR 5/21
SLD 5/24 1415

S.S. "EURYBATES, V/35"

HAMBURG

ARR 5/25 1300 FOB
SLD 5/27 0945 FOB

ANTWERP

ARR 5/28 1430 FOB 88
SLD 5/30 1530 FOB 1765 INCLUDING 1698 REPLENISHMENTS

ROTTERDAM

ARR 5/31 0520 FOB 1740 ETS 2ND 1700 (ETS 3RD)
SLD 6/3 1500 FOB 1700

POSITION

6/6 47.00N 22.03W 16.2 102.1
6/4 0900 41.05N 47.40W 16.3 103.1 WEATHER
PERMITTING ETA CAPE HENLOPEN 12TH 1330.
6/11 GALE ETA CAPE HENLOPEN 12TH 1900

BALTIMORE

ARR 6/13 0345 IN ANCHOR LEFT ANCHORAGE 0500
0550 DOCKED FOB 1215
SLD 6/13 1350 FOB 1210.

NEW YORK

ARR 6/14 0745 (DOCKED) FOB 1174
SLD 6/14 1815 FOB 1200

S.S. KURYBATES, V-351972

CHARLESTON

ARR. 6/16 1035 (DOCKED) FOB 1086
 SLD 6/16 1930 FOB 1078

POSITION

6/19 17.28 N 75.52 W 15.92 100.6
 ETA CRISTOBAL 20TH 2100

CRISTOBAL

ARR 6/20 2210 FOB 865 TRANSITS 0900 21ST

ALBA

SLD 6/21 1740 LIFTED 912 TOTAL 1757

POSITION

6/25 1200 N 102.52 W 16.18 100.3
 6/29 12.28 N 129.57 W 16.26 100-
 7/4 12.28 N 157.11 W 16.3 100.1
 7/8 12.35 N 175.58 E 16.04 100.2
 7/12 09.57 N 152.6 E 15.09 99- RUGH SEA
 FUEL 709 T

NIIA

ARR 7/17 2310 FOB 407 DOCKED 0930 18TH

ETD PM 20TH WEATHER PERMITTING

SLD 7/24 0125 FOB 348 ETA HONG KONG 25TH 1300

KING

ARR 7/25 2200 FOB 249 ETD 27TH NOON WEATHER PERM.

SLD 7/27 2030 FOB 326 ETA KEELUNG 28TH MIDNIGHT

CLUNG

ARR 7/29 0310 BERTHED 0910 FOB 253 ETD 8/1

SLD 7/31 1945 FOB 227 ETA PUSAN 8/2 1600

SAN

ARR 8/2 1930 (OUT HARBOR) BERTHED 2135 FOB 116

SLD 8/4 0600 FOB

BL

ARR 8/5 0610 FOR 1670 ETD 6TH MORNING

SLD 8/6 0530 FOB 1655

HARA

ARR 8/7 0600 OUTER HARBOR THIS MORNING HOWEVER
 UNABLE BERTH DUE PROXIMITY TYphoon AND
 PORT CLOSURE PROBABLY BERTHING TOMORROW
 MORNING AND ETD 11TH

SLD 8/7 1300 BERTHED - FOR PL II

8/13 1600 FOB 1735, INCLUDING 1971 REPLENISHMENTS.

ITION

8/17 41.57 N 169.40 E 16.24 99.6 FOB 1529.
 8/20 41.05 N 156.52 W 16- 100.4 FOB 1316
 8/24 33.05 N 127.21 W 16.10 99.6 FOB 1102
 8/28 19.29 N 105.19 W 15.40 98.6 FOB 886 RUGH SEA.

BOA

ARR 9/2 1110 FOB 615 TRANSITED 1520 2ND

FOCAL SLD 9/3 0115 FOB 600 ETA NEWYORK 7/8 0200

TION

9/4 17.13 N 75.52 W 15.32 97 FOR 521 RUGH SEA

A 37

19

S/S EURYBATES, V/351972

POSITION

9/7 0600 33.55 N 74.05 W 16.3 97.8
 ETA AMBROSE 9th 0530 - ALL ANSWERS NEGATIVE
 9/7 35.15 N 74.07 W 15.58 93- STRONG NE WIND
 PRESENT SPEED 14 ETA AMBROSE 8th 0800

NEW YORK

ARR 9/8 0840 (AMBROSE) DOCKED 0950 FOB 308
 SLD 9/12 2025 FOB 860 TOOK 602 T

POSITION

9/15 42.28 N 54.16 W 16.2 101.6
 9/18 48.26 N 28.72 W 16.22 101.2
 9/21 50.42 N 00.46 E 16.52 101.7
 ETA ROTTERDAM PILOTS TODAY 2100

ROTTERDAM

ARR 9/21 2330 FOB 407
 SLD 9/23 1720 FOB 886 REPLENISHMENTS 500.8 T

LONDON

ARR 9/24 1000 FOB 860
 SLD 9/26 2130 FOB 831 ✓

S/S EURYBATES, V/36

ANTWERP

ARR 9/27 0125 FOB 805
 SLD 9/28 2355 FOB 1692 INCLUDING 897 REPLENISHMENTS

HAMBURG

ARR 9/30 0300 FOB 1634
 SLD 9/30 1900 DRYDOCKING FLASHING 10/2 0800

FLUSHING

ARR 10/2 0800 FOB 1577
 SLD 10/7 1200 FOB 1564

POSITION

10/9 49.07 N 21.37 W 103.5 16.8 ROUGH SEA
 10/11 45.51 N 41.03 W 102.8 16.3 ETA AMBROSE 15th 0300

NEW YORK

ARR 10/15 0900 (DOCKED) FOB 1146
 SLD 10/17 1505 FOB FOB 1122

BALTIMORE

ARR 10/18 0545 (DOCKED) FOB 1090
 SLD 10/18 1515 FOB 1085

CHARLESTON

ARR 10/20 0145 (DOCKED) FOB 1021
 SLD 10/20 1830 FOB 1020

POSITION

10/23 16.43 N 75.55 W 16.5 102.5 ETA CRIST/AL 24.1700

CRISTOBAL

ARR 10/24 1642 FOB 817 TRAVERSITS 25th 0830

BALBOA

SLD 10/25 1310 FOB 1700 RECEIVED 909 T

POSITION

10/29 12.30 N 106.01 W 17.42 103.5 51.1
 11/2 12.34 N 134.35 W 17.30 103.0
 11/6 12.48 N 164.27 W 17.82 103.3 FOB 1095
 11/11 12.45 N 166.16 E 17.62 103.5 FOB 855

S.S. "EURYBATES" V/361972

POSITION 11/14 13.10N 144.20 E 17.45 103.1 ETA MANILA 17TH 2330

MANILA ARR 11/17 2350 FOB 552
SLD 11/17 2200 FOB 530

HONG KONG ARR 11/21 1230 FOB 451 ETD 23RD AM.
SLD 11/24 0730 FOB 1644 ETA KAOHSIUNG 25TH AM

KAOHSIUNG ARR 11/25 0610 ETA KEELUNG 26TH 1400 - FOB 1640
SLD 11/25 2350 FOB 1615

KEELUNG ARR 11/26 1425 - BERTHED 1730 ETD 28TH AM
SLD 11/28 1430 FOB 1590 ETA PUSAN 30TH 1200

PUSAN ARR 11/30 1425 FOB ETS 12/1 AM
SLD 12/1 1015 FOB ETA KOBE 2ND AM.

KOBE ARR 12/2 2240 FOB 1435
SLD 12/4 1500 FOB 1427

YOKOHAMA ARR 12/5 1220 FOB 1375 ETD 8TH
SLD 12/9 0700 FOB 1705 INCLUDING 36.78 REPLENISHMENTS

POSITION 12/13 42.18N 165.07 E 96 14.6 GALE FOB 1522
12/17 41.33N 160.04 W 101 15.08 ROUGH, PRESENT
SPEED 17 FOB 1331
12/20 33.34N 128.05 W 17 104 FOB 1133
12/24 18.16N 103.46 W 17.11 103.6 ETA BALBOA 28TH 1700

ALLOA ARR 12/28 2151 FOB 731 TRANSITS 29TH 1400
ETD 29TH 2130 (CANAL CONGESTION)

RISOBAL SLD 12/29 2246 FOB 715 ETA NEW YORK 1/3 2000

SITION 12/31 18.14N 75.03 W 101.3 16.23 ETA AMBROSE
1/3 2100

1/2 31.20N 74.18W 16.58 103 FOB 535 1973
ETA AMBROSE 3RD 2100

NEW YORK ARR 1/3 2100 (PILOT) 2250 DOCKED FOB 464
SLD 1/6 1600 FOB 838 RECEIVED 402 T

SITION 1/10 44.04N 43.40W 16.4 96.5 GALE PRESENT SPEED 17
1/12 45.54N 25.41W 17.3 102.8 FOB 530
ETA TILBURY 15TH NOON

1/14 49.53N 05.48W 17.04 FOB 484
ETA TILBURY 15TH NOON

NEON ARR 1/15 1015 FOB
SLD 1/15 1800

S.S. "EURYBATES" V/36

1973

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S. EURYKTES, V/37-

21

1973

ANTWERP ARR 1/19 0900
SLD

HAMBURG ARR 1/22 0230
SLD

ROTTERDAM ARR 1/24 1800 ETS 27th 0200 FOB 239 Took 1508
SLD 1/27 0100 FOB 1721

POSITION
1/29 49.37N 17.47W 16.82 102.7 FOB 1574
2/1 44.26N 45.35W 14.82 101.4 GALE
ETA NEW YORK 4th 2400 FOB 1461
2/2 1100 43.02N 49.32W STORM - PRESENT
SPEED 14.5 ETA HENLOFEN 5th 0900
2/4 39.18N 62.34W 14 91 ROUGH WEATHER
ETA CAPE HENRY 6th 0600
2/5 38.05N 69.43W 17 101.6 FOB 1253
ETA CAPE HENRY 6th 0600

BALTIMORE ARR 2/6 1600 (THROUGH CAPE HENRY) DOCKED 1715 F
SLD 2/7 1940 FOB

POSITION 2/8 ETA AMBROSE TODAY 2000

NEW YORK ARR 2/8 2030 (PILOT) 2210 DOCKED FOB 1132
SLD 2/10 1710 FOB 1112

CHARLESTON ARR 2/12 0810 DOCKED FOB 1013
SLD 2/14 0715 FOB 988

POSITION 2/16 21.22N 74.13W 102.5 13.36 GALE
ETA CRISTOBAL 18th 1230

CRISTOBAL ARR 2/18 1223 FOB 785 TRANSITS 19th 0030

PALBOA SLD 2/19 0847 FOB 1709 LIFTED 940

POSITION
2/23 12.43N 106.12W 101.8 16.6 FOB 1489
2/27 12.31N 134.89W 101.5 16.5 FOB 1282
3/3 12.55N 161.57W 101.7 16.8 FOB 1078
3/8 12.85N 129.39E 101.7 17.0 FOB 875
3/12 13.10N 141.22E 102.2 16.7 FOB 671
ETA MANILA 15th 1500

MANILA ARR 3/15 1705 FOB 510 BERTHING 2100 LTD 17th 1800
SLD 3/18 1330 FOB 475 ETA HONG KONG 20th 0200

HONG KONG ARR 3/20 0300 FOB 400 LTD 22nd AM
SLD 3/22 1600 FOB 670 INCLUDING 300T REPLENISHMENT
ETA KAOHSIUNG 23rd 1200

S.S. "EURYBATES, V/37

1973

KAOHSIUNG

ARR 3/23 1130 BERTHED 1630 LTD 24TH 1600
 SLD 3/24 2330 FOB 603 ETA KEELUNG 25TH 1300

KEELUNG

ARR 3/25 1500 BERTHED 1610 FOB 570 LTD 27 Noon
 SLD 3/27 1100 FOB 550 ETA PUSAN 29TH 0800

PUSAN

ARR 3/29 0730 FOB
 SLD ETD 30TH AM

Kobe

ARR 3/31 1800 FOB 417 ETD 1930 2ND
 SLD 4/2 1930 FOB 1188 INCLUDING 799.26 REPLEN-
 ETA YOKOHAMA 3RD 1700

YOKOHAMA

ARR 4/3 1715 (PILOT STATION) FOB 1144
 BERTHED YOKO 0830 4TH ETS 8TH
 SLD 4/11 1300 FOB 1690 INCLUDING 640.26 REFL.

Position

4/15 42.40N 171.00E 17 102.5 FOB 1500
 4/18 40.43N 154.35W 102.4 FOB 1308
 4/26 16.28N 100.26W 1697 101.3 FOB 924
 ETA BALBOA 30TH 0500

BALBOA

ARR 4/30 0500 FOB 749 TRANSITS 1330

CRISTOBAL

SLD 5/1 0153 FOB 731 ETA NEW YORK 5TH 2200

Position

5/2 17.22N 75.37W 14.65 100 FOB 630 Rough
 ETA AMBROSE 6TH 0500
 5/3 0700 21.49N 74.20W 17 100.5 ETA HAGR. 6TH 0200
 5/5 0700 34.52N 74.02W 15.6 101.7 Rough SEA
 ETA AMBROSE 6TH 0300

NEW YORK

ARR 5/6 ARRIVED PILOT 0415 DUCKED 0630 FOB 472
 SLD 5/8 1900

5/11 4035 5012 102.6 17.20 FOB 707
 5/14 4742 2515 102.9 16.85 FOB 564

ROTTERDAM

ARR 5/17 2130 FOB
 SLD 5/19

LONDON

ARR 5/20 0230H FOB
 SLD 5/25 2000

ANTWERP

ARR 5/26 1100 FOB 276
 SLD 5/28 2200 FOB 949

ROTTERDAM

ARR 5/29 1120
 SLD

HAMBURG

ARR 5/31 1930
 SLD 6/2 1930

1973

NEW YORK

WATSON

CREW LIST

DATE

HEAT Kink
July 25/72

FULL NAME	RANK	SEAMAN'S BOOK NO.	SHIPPED WHERE - WHEN	NATIONALITY	DATE AND PLACE OF BIRTH	NEXT OF KIN
CAVAFOS Nikolaos	Master	32735	Kobe Dec. 6.71	Greek	Nov. 8.14 th Syros	Isane Vavaniou, Voz. Ipirou 147 Athens, Greece.
FOURIS Gerassios	Ch. Off	38622	Rot/dam May. 31.72	"	Oct. 7.41 Kefallinia	Yermis Fortas, Angelotou, Kefallinias, Greece.
ATLANTIS Gerassios	2nd. Off	21016	Rot/dam Jan. 13.72	"	Sep. 7.45 Kefallinia	Dimitra Athanassiou, Angelotou Kefallinias, Greece.
LAZARIDIS Nikolaos	2nd. Off	56185	Rot/dam May. 31.72	"	Feb. 17.47 Athens	Vasiliaki Lambroulou, Thessalon 12-13 Athens Greece.
CHURIS Eleni	2nd. Off	739657	Tillyery May. 22.72	British	Oct. 30.59 Manfyllin	Sadako Roberts Sakura, Hill for Manfyllin, Montgomeryshire, WA
LALOUKIS Nikolaos	Ch. Eng	5451	Kobe Dec. 6.71	Greek	Apr. 7.51 Piraeus	Eleni Lalouki, Ionia Hill 69. Piraeus, Greece.
LIKAKOS Panagiotis	2nd. Eng	32649	Rot/dam Sep. 18.71	"	Oct. 18.35 Piraeus	Kon/nea Mistrakos, Theodos 4 Athens Greece.
MIKOS Georgios	3rd. Eng	43228	Rot/dam May. 27.71	"	Oct. 20.43 Athens	Alefteria Mikou, Epidaurou za Chalandriou, Athens, Greece.
VALAS Spyridon	3rd. Eng	55161	Rot/dam May. 31.71	"	Feb. 2.45 Lakonia	Nikolaos Vazras, Marilaou Githio 18, Metaxourfio, Athens, Greece.
DOUKIAN Johnny	3rd. Eng	55341	Manila Mar. 18.72	Indonesian	Jul. 3.20 Madura	Florida Sukarnan, EL Antiguest Lago Lantay, Quenson Philippines.
STAFIRAKIS Paulos	App. Eng	6025	Rot/dam May. 31.72	Greek	Apr. 18.45 Kreta	Alexandros Gergitakis, Nourmias Manion, Kreta, Greece.
DEMETRIAKIS Miras	12/cian	6720	Rot/dam May. 31.72	"	May. 10.42 Kreta	Ematorini Syntichaki, Manion 39 Peristoni, Athens, Greece.
MAKIDAKOS Kon/nea	Tosun	5097	Manila Mar. 18.72	"	Aug. 1.47 Nigros	Isane Sfakianos, Mandraki Nigros Bocharis, Greece.

CAPTAIN

MASTER S/S

Signature

Signature

MARCH 25, 1972 LINE

CURRYBATES

CREW LIST

DATE

*Here KRC
July 25, 72*

FULL NAME	RANK	SEAMAN'S BOOK NO.	SHIPPED WHERE - WHEN	NATIONALITY	DATE AND PLACE OF BIRTH	NEXT OF KIN
UNTERKAS Andreas	Cox/ter	697	Rot/dan May. 31.72	Greek	May. 22.34 Patrai	Emmanuil Sofia Lykouratou Vasilissa Georgiou 239, Neos Perona, Piraeus, Greece.
POURBAS Dimitrios	A . B	1299	Rot/dan Jan. 18.72	"	Jun. 6.46 Evros	Paraskeopula Dourda, Kipoi Ali droupolio, Greece.
ATRENTIS Dimitrios	A . B	67291	Rot/dan May. 31.72	"	Dec. 22.49 Athens	Kontorini Gaitanidou, Petros Kallithon, Athens, Greece.
KONIANOS Spyridon	A . B	34596	Rot/dan May. 31.72	"	Nov. 15.15 Kerkyra	Agathi Konianou, Stavros Kerky Greece.
KOSKIS Georgios	A . B	5099	Rot/dan May. 31.72	"	Mar. 15.29 Piraeus	Stamatina Koska, Kolchotroni Perona Piraeus, Greece.
BOURBAS Christos	A . B	18175	Rot/dan May. 31.72	"	Feb. 1.51 Kerkyra	Dimitrios Goukous, Ano Pauli Kerkyra, Greece.
KALAITZAKIS Vasilios	A . B	9495	Rot/dan May. 31.72	"	Jan. 30.53 Kreta	Emmanuil Kalaitzakis, Havalon Kissou Mania, Kreta, Greece.
MANAN Jose	A . B	33053	Manila Feb. 15.68	Fil/nos	Jul. 18.45 Mindoro	Georgio Manalo, 36-A Yalkey Str O.C. Philippines Isl.
BERIO Gideon	D . B	27189	Manila Mar. 18.72	"	Jul. 26.46 Manila	Kalchor Charlo, 11-B Mirapol Cubao, O.C. Philippines Isl.
MILLO Guillermo	D . B	5826	Manila Jul. 18.72	"	Jul. 6.40 Manila	Lyndia Miller, Page Manila Philippines Isl.
APATHIOU Ioannis	Ciller	39580	Manila Mar. 19.72	Greek	May. 8.43 Piraeus	Kon/nos Papathiou, Minda 38 Athens, Greece.

CAPTAIN

MASTER S/S

CREW LIST

DATE

Here
June 25, 72

FULL NAME	RANK	SEAMAN'S BOOK NO.	SHIPPED WHERE - WHEN	NATIONALITY	DATE AND PLACE OF BIRTH	NEXT OF KIN
ANTYPAS Panagiotis	Oiler	34166	Rot/dan May.27.71	Greek	May.17.33 Kefallinia	Spyridon Antypas, Xanofanter .7 Korydallos Piraeus, Greece.
POLITIS Sevastianos	Fireman	78261	Rot/dan May.27.71	"	Sep. 8.50 Rhodes	Katerini Politis, Kefalop, Nos Daskaniassos, Greece.
STEFANAKOS Gerassimos	Fireman	19882	Rot/dan May.31.72	"	Dec.23.27 Kefallinia	Klani Stefanatos Ptelepida 60 Peristeri Athens, Greece.
DELA CRUZ Eusebio	Wiper	22266	Manila Jul.19.72	Filipinos	Nov.16.43 Alaminos	Guensancia Dela Cruz, Cagway Alaminos Pangasinan, Philippines.
DELOS SANTOS Epifanio	Ass.Stew.	19260	Manila Jul.18.70	Filipinos	Feb. 4.36 Manila	Loreta Delos Santos, Linao, Alaminos Pangasinan, Philippines.
CASAPIT Rodolfo	Hosboy	31175	Manila Jul.18.71	"	Sep.24.43 Alaminos	Florace Casapit Alaminos Pangasinan, Philippines Isl.
COMPO Salvador	Hosboy	61295	Manila Jul.17.71	"	Sep.28.33 Aguilar	Pelocitas Compo, Udaneta Pangasinan, Philippines,
MACAYARA Modesto	Hosboy	52640	Manila Mar.17.70	"	Oct.20.41 Manila	Dolacotaran Madalag, Alkan Philippines Isl.
PAJIS Fotios	Cook	2499	Rot/dan Greek May.31.72	Greek	Sep.27.45 Lymnos	Athanasios Pajis, Pisini Lymnos Greece.
RAMLO Salcedo	Ass.Cook	37526	Manila Nov.10.71	Filipinos	May. 1.47 Alaminos	Valeriano Ramlo Cagway Alaminos Pangasinan, Philippines Isl.
SACARIO Rey	Wiper	29916	Manila Jul.22.72	Filipinos	Oct. 7.50 Alaminos	Mely R.Sacario, Pisini-Pisini Pangasinan Alaminos, Philip. Isl.
GALEO Orlando	App.Fng	69360	Manila Jul.23.72	Filipinos	May. 4.48 Alaminos	Karolina Viny, 65-84 Cap. Pajis Sta. Barbara, Alaminos, Philippines, Isl.

CAPTAIN *[Signature]*MASTER S/S *[Signature]*

1) 151 KONGE LANGHAE

Παραρτημα (2) ΣΑΒΒΑΤΟΥ ΑΥΤΟΥΣΤΟΥ... 1972

ΙΟΝ ΣΤΗΜΑ ΠΑΙΟΥ		ΜΕΤΗ ΑΝΘΩΣ ΠΑΕΥΣΕ		ΥΑΡΡ ΕΙΣ ΣΗΤΥΜΕΝΑ	ΥΑΡΡ ΥΑΡΡΥΑΑΕΚΤΩΝ
λ ^α	(13)			*Αριθ. 1	
ημερ εις	Διόρκεια πλοῦ	Μηση ταχυτης		2	Κύτους αριθ. 1
Αια	ώραι λειπτα	εις μιλια ανα ώρων		3	2
				4	3
				5	4
	24 ώρων :	24 ώρων :		6	5
	25 ώρων :	25 ώρων :		7	6
		ταξιδίου :	(14)	8	
				(15)	(16)

ΑΝΩΤΕΡΑΙΟΝ ΠΝΕΥΜΑΤΟΛΟΓΙΟΝ ΤΕΘΥΡΑΕ

Σελ. 24

ΑΤΜΟΠΛΟΙΟΥ "ΕΥΡΥΘΑΤΗΚ" ΠΕΙΡΑΙΕΥΣ 1925

(1) ΠΙΣΤΟΛΟΓΙΑΚΑ ΙΑΚΥΚΙΑΣ

Ημερομηνία (2) ΤΡΙΤΗ 6η ΑΠΡΙΛΙΟΥ 1942

ΠΟΡΕΙΑΙ			Παρα- λαγή εὐθυ- τησίας (8)	ΑΝΕΜΟΣ (9)		Βαρομ. (10)	ΣΥΜΒΑΝΤΑ (11)
Αλγής (5)	Γυρο- πύρις (6)	Εὐθυ- τήρια (7)		Διεύ- θυνσις	Έντα- σις		
							Έναρξις διαφορῶσεως καὶ μετακινήσεως
							φορτίου ἀπὸ ΝΟ. 4 κτύπος.
							Πόρως μετακινήσεως φορτίου, ἀπὸ ΝΟ. 4 κτύπος
							ἢ ὁρὶς μεταβῇ εἰς κτύπος ΝΟ. 2.
							Πόρως μετακινήσεως φορτίου, ἀπὸ ἧσαν αἱ ἐπα- χαίρειται.
							Έκπαιδῆξις διαφορῶσεως μὲ μόνον (1) ἐπαχαίρειται, Έναρξις διαφορῶσεως συνεχισθῇ.
							Έκπαιδῆξις ἐπὶ ὁδοῦ ἑστῶτος ὁ Αἰκινεὶς
							Αἰκινεὶς ΠΑΝΑΓΙΩΤΕΛΟΣ, ΝΗΟ. 31100.
							ΙΣΤΙΟΤΕΛΕΙΣ ΙΣΤΟΥ: Αἰκινεὶς καὶ
							Αἰκινεὶς ΠΑΝΑΓΙΩΤΕΛΟΣ, ΝΗΟ. 31100.
							Έκπαιδῆξις καὶ συνεχισθῇ εἰς ὁδοῦ ἑστῶτος
							εἰς κτύπος ΝΟ. 2, ὁδοῦ ἑστῶτος.
							Διεύθυνσις ἢ διαφορῶσεως συνεχισθῇ.



ΝΟΝ ΣΤΙΓΜΑ ΠΛΟΙΟΥ		ΜΕΣΗ ΑΛΗΘΗΣ ΠΛΕΥΣΙΣ		ΥΣΩΡ ΕΙΣ ΔΙΕΥΘΜΕΝΑ	ΥΣΩΡ ΥΠΟΕΥΑΛΕΚΤΩΝ
λ=		(15)		Αριθ. 1 2 3 4 5 6 7 8	Κύτους αριθ. 1 2 3 4 5 6
τιμήα εἰς λάια	Διάρκεια πλοῦ ε-ραι λεπτά	Μέση ταχύτης εἰς μίλια ἀνά ὥραν 2 ὥρων : Σύνολον τιμῆδίου :		(14)	(15) (16)

ΑΝΤΙΓΡΑΦΟΝ ΗΜΕΡΟΛΟΓΙΟΥ ΓΕΟΥΡΑΞ


Σελίδα 3/

ΑΤΜΟΠΛΟΙΟΥ "ΕΥΡΥΒΑΤΗΣ" ΗΜΕΡΑΙΕΣ 1025

(1) ΠΡΟΚΕΙΜΕΝΑ ΙΑΧΘΙΝΑ

Ημερομηνία (ΣΥΣΤΑΤΗ 9^η ΑΠΡΙΛΙΟΥ 1972

3/

ΠΟΡΕΙΑΙ				ΑΝΕΜΟΣ (9)		Θαρού. (10)	ΣΥΜΒΑΝΤΑ (III)
Αληθής (5)	Ευρο- πυλός (6)	Ευρο- πυλός (7)	Παρα- λαγή ευρο- πυλός (8)	Διεύ- θυνσις	Έντα- σις		
							<p>Προσδοκώμενη μέχρι σήμερα 9^η ΑΠΡΙΛΙΟΥ 1972, είναι της Αδριατικής θάλασσας κατεύθυνση, μεσάζοντες με μέρος αλτού, δε. τ.δ. και χαλάρωσες μετρίως ανεμώδους λογιστικού του. Την 9/4/72 έχει ληφθεί συνολικός δ= 170,62 μετ. επιθυμεί να ελεγχθεί το άνωτέρω ποσό ως ΑΝΑΛΑ μέσω της διατήρησης.</p> <p>(συνέχεια σε 20/1/72 Παρατήρησης 10/4/72) B. Α. Α. Α. Α.</p>  <p>ΑΡΧΗ 29 ΑΔΑ 108/</p>

ΠΡΙΝΟΝ ΣΤΗΜΑ ΠΛΟΙΟΥ		ΜΕΣΗ ΑΔΙΟΦΗ ΠΛΕΥΣΙΣ		ΥΛΟΠ ΕΙΣ ΔΙΠΥΟΜΕΝΑ	ΥΛΟΠ ΥΔΡΟΣΤΑΛΕΚΤΩΝ
λ =		(13)		Αριθ. 1 2 3 4 5 6 7 8	Κύτους αριθ. 1 2 3 4 5 6
ιάσημα εις ά. μιλία	Διάρκεια πλοῦ ώραι λεπτά	Μέση ταχύτης εις μιλία ανά ώραν 24ώρου : Σύνολον ταξιδίου :		(14)	(15) (16)

Тақдир (1) ҲИ ПИОНОҶА ТАНҶИЯ

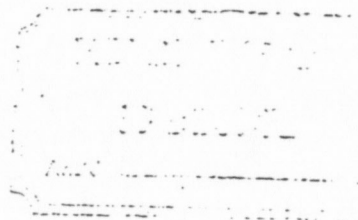
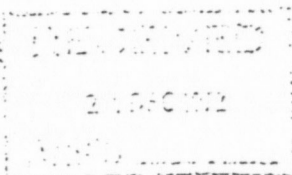
Ημερομηνία (2) ΤΕΤΑΡΤΗ 9 ΔΕΚΕΜΒΡΙΟΥ 1972

[illegible]

G. & N. L. DANILOLOS
LAWYERS
27-29 J. ORGEOU, GULOU STREET
ATHENS 501

NEW
S
ATHENS, the 28th December 1972

Messrs.
John Laing Management (Bermuda) Ltd
Forum House, Line Street
London



Dear Sirs,

S/S "EURYDICES"

We hereby beg to inform you that PANAGIOTIS ANTYRAS
serving on above ship as Greaser has been discharged
at Yokohama on the 2/8/72 suffering
from loss of his left eye due to accident
Reported By air

We are attending to his treatment and payment in communication with the owners.

Yours truly

G. & N. L. DANILOLOS

A 48

(37)

COPY

TIKARI DATO, M. D.
 Jiba Memorial Hospital
 Ogocho 6-90
 Yokohama Japan
 Tel. (045) (601) 026

September 7, 1972

Dear Sirs:

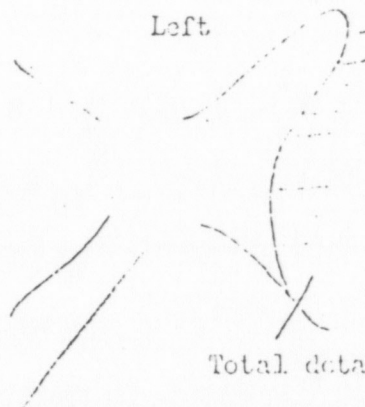
We have been treating Mr. Antypar, P. Since August 9, 1972 as he was suffering from extensive retinal detachment of the left eye.

The findings on the first consultation were:

Right vision	=	1.0	(n. c.)
Left "	=	H. H.	(n. c.)
Applanation tonometry		R. 19	L. 11 mm HG
Fundus (direct image)			

Right
normal

Left



Total detachment big rent

In short Arruga's encirculage was performed.

Till 20. August. The progress was good but that night he was exerted and moved much.

On 21. August. There was much bleeding from the left conjunctiva.

Although fundus became better till that time, the fundus of August 21, because blurred and could not see any. There was bleeding inside.

Applanation tonometry	R 20	L 33 mm HG
Diazox was given		

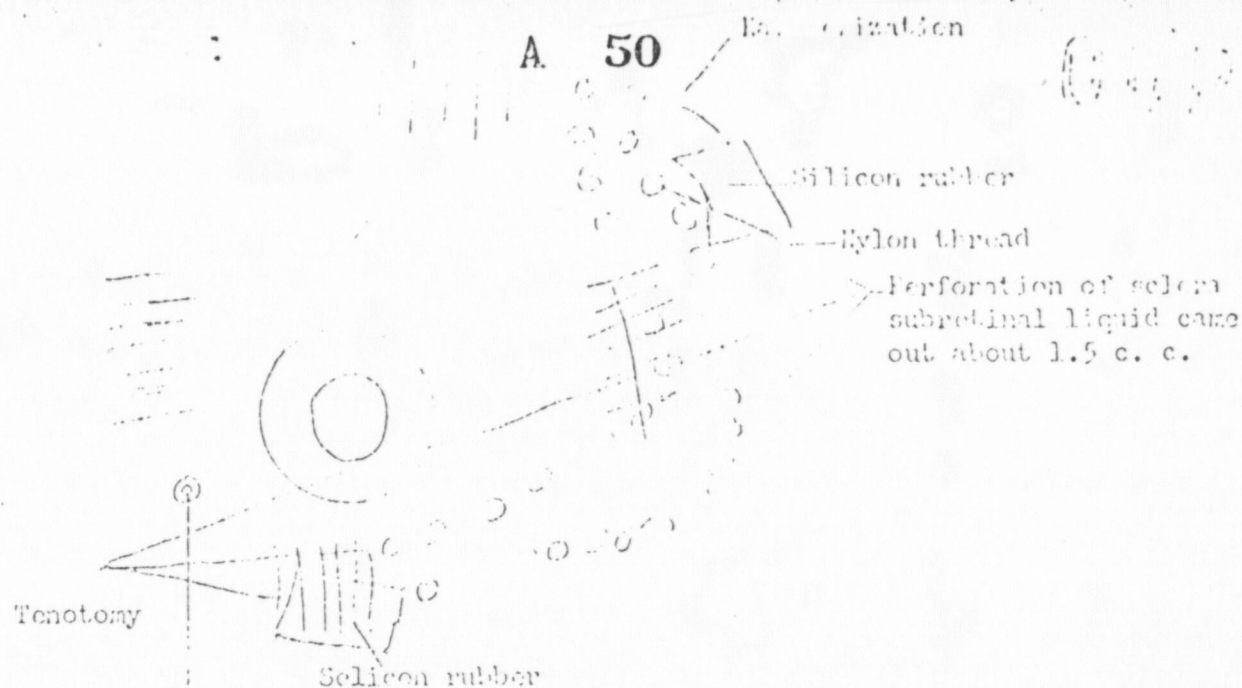
On 22 August.

Bleeding and tension did not become better (56 mm HG)

He was hospitalized on August 9th and kept still.

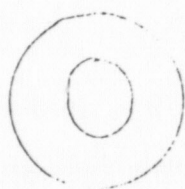
He was operated on Aug. 14th as:

COPY



Injection into vitreous humour of 1.0 c.c of S-MA-1 as retina was still detached by the above figured operation.

Sclerotomy posterior was performed as figured:



The liquid showed no germs even with cultivation.

From that time bleeding & pressure became gradually better but intraocular opacity remained.

On 7. Sept.

V.S. = 0

Applanation tonometry

R 17

L 27 mm HG

He is now fit for travel but further treatment in Greece is necessary. He is not fit for duty at least for one month.

I remain yours truly

T. Sato (S)

PPPV

COPY:

A 51

THIASI SATO, M. D.
Sato Eye Clinic
Gincho 6-70
Yokohama Japan
Tel. (045) (681) 0839

August 9, 1972

Dear Sir:

I have examined Mr. Antypas, Panagagelos and found that he was suffering from retinal detachment of the left eyes.

As this is a very dangerous disease, he must keep still under hospitalization with operation.

To perform the operation and to get the perfect result, it is necessary to hospitalize at least 1 month and to treat at least several months.

In case of operation he must keep absolutely quiet (do urine, bowel movement, eating etc. on bed) with both eyes closed. That must be difficult with language difficulties.

On the other hand, to send him back to Greece by plane, is very dangerous making the detachment increase more to the total detachment with blindness.

Therefore, the compromise way must be to perform preliminary operation with hospitalization for about 2 weeks to make him possible to come back to Greece and there get the fundamental operation.

In any way he is not fit for duty at least for 2 months.

I remain yours truly,

T. Sato.

COPY

A 52
Koichiro Akiyama M. D.
Akiyama Ophthalmic Clinic
Kannai Building (2nd & 4th Floor)
2-24 Ogasawara-cho, Naka-ku,
Yokohama, Japan

Aug 31st, 1972

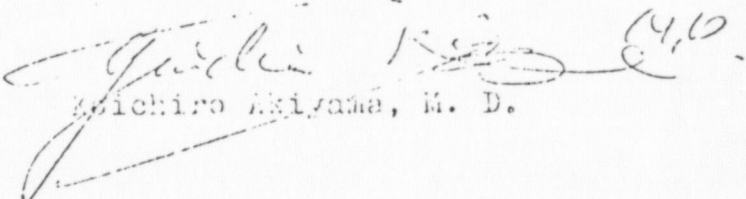
MESSEES Far East & Atlantic steamship Agencies Ltd.
New Honcho building
24-2, 3chome, Hon-cho
Naka-ku, Yokohama

MEDICAL REPORT

I have examined Mr. Antypas Panagariolos on the 31st of
Aug, 1972 and found as follows:

Diagnose: L- Anotio retinae.
Medical
Treatment: Operation.

Note: Unfit for duty.

 (4,10)
Koichiro Akiyama, M. D.

(39)

AKIYAMA OPHTHALMIC CLINIC

A 53

KAMAZI BUILDING 4-10, 4TH & 5TH FLOOR
3-20, ONOCHO, NAKA-KU
YOKOHAMA, JAPAN
TEL. 641-0501

Aug. 22, 1972

MESSRS Far East & Atlantic Steamship
Agencies Ltd.
1st Sw Honcho Building
24-2, Honcho, Naka-ku
Yokohama

M-E-D-I-C-A-L R-E-P-O-R-T

I have examined Mr. Antypas Pangalos on the 8th
of Aug. 1972 and found as follows:

Diagnose: Amotio retinae

Note: Unfit for duty.

Air repatriation necessary.

Kotichiro Akiyama, M.D.



(59)

RH: SS EURYBATES
Injury to Antypas Panagagelos
August 1972

STATEMENT OF CHIEF OFFICER G. FORTES

My name is G. Fortes. I am 30 years old. I reside in Kefalinia, Greece. I have been serving on board the SS EURYBATES as Chief Officer since September 1970. I make the following statement in connection with the alleged injury to Oiler Antypas Panagagelos on or about August 9, 1972. Panagagelos signed on board this vessel as Oiler at the Port of Rotterdam on May 27, 1971. He signed Greek Articles. While on board the vessel, Panagagelos as Oiler had the 8 to 12 watch. His duties consisted of a general routine each day. That is he performed the same duties each day such as taking temperatures of various machines and oiling machinery in the Engine Room. He took his orders either directly from the Chief Engineer or from the officer on duty. Although I had no occasion to delegate duties to this oiler, I was under the understanding that he performed his duties well while on board the vessel. I did not socialize with him either while on board the vessel or ashore. During his service on board the vessel with the exception of when he left the vessel on August 9, 1972, Panagagelos at no time requested medical attention and at no time did he complain to me that he was ill or had been injured during his service on board the vessel. Each time a seaman requests medical assistance or is injured on board the vessel an entry is made in the vessel's deck log. There are no entries pertaining to Panagagelos in the log book except that which was made when he got off the vessel on August 9, 1972. In that connection I state that on that date while the vessel was at the Port of Yokohama, Panagagelos approached me and stated that he wanted to visit a doctor ashore because his eye bothered him. He did not state the reason that his eye bothered him and I did not ask him why his eye bothered him. However, it

(41)

customary on board this vessel whenever a seaman requests to see a doctor he is taken ashore for an examination. The seaman thereafter proceeded to a doctor ashore in Yokohama, along with other seamen and thereafter returned to the vessel and presented me with a medical report issued by the doctor. The medical report as I recall stated that someone representing the vessel owners should contact the doctor immediately as the oiler's condition was considered to be serious. I thereafter immediately presented this medical report to the Master of the vessel at which time the oiler again returned to the doctor ashore and sometime after that returned to the vessel, gathered his clothes and again went ashore. As stated above, this oiler at no time complained to me that he was ill prior to the vessel's arrival at Yokohama and at no time during his service on board the vessel did he state that he sustained an injury either on board the vessel or ashore. I further state that the oiler performed his duties each day while on board the vessel and when I observed him about the vessel he appeared to be in good health. I, G. Fortes, have read the above statement consisting of two and one part handwritten pages and state that it is true and correct.

Signed by G. Fortes

Witnessed by: John Kissanis on board SS EURYBATES, Baltimore, Md.
October 13, 1972.

RE: SS EURYBATIS
Injury to Antypas Panagagelos
August 1972

STATEMENT OF CHIEF ENGINEER NIC LALAOUNIS

My name is Nic Lalounis. I am 41 years old. I reside in Piraeus, Greece. I have been serving on board the vessel SS EURYBATIS as Chief Engineer since December 6, 1971. I make the following statement in connection with the alleged injury to Oiler Antypas Panagagelos on or about August 9, 1972. When I signed on board this vessel Panagagelos was already serving on board as Oiler. He had the 8 to 12 watch and his duties on board the vessel consisted of mainly taking temperatures and oiling machinery in the Engine Room. He followed a general routine during his watch hours. However, on occasion he performed overtime duties in the Engine Room such as painting and cleaning the area of the Engine Room. However I state that overtime work is optional and a seaman is not required to work overtime if he does not wish. While on board the vessel the Oiler performed his duties well and I have no complaints regarding his work. I did not socialize with the Oiler either on board the vessel or ashore. During my service on board the vessel with Panagagelos he did not miss a day's work and at no time did he complain to me that he was ill or had sustained an injury. No other seaman complained to me that Panagagelos complained to them that he was ill or had sustained an injury while on board the vessel. I further state that each time I observed Panagagelos about the vessel he appeared healthy and at no time did I suspect that he was not feeling well. I state that when the vessel arrived at the Port of Yokohama on August 9, 1972, the Second Engineer who is no longer serving on board the vessel approached me and advised that Panagagelos approached him and stated that his eye was hurting him and he wanted to visit a doctor ashore. At that time I told the

Second Engineer that Panagagelos had my permission to visit a doctor. I did not speak with Panagagelos at that time until he returned from the doctor at which time he approached me and stated that the doctor told him that there was something in his eye. Sometime subsequent to this while the vessel was still at Yokohama I was informed by the Master that Panagagelos was to remain ashore for medical treatment. I did not speak with the Oiler subsequent to that time and as stated above at no time did he inform me that he was injured during his service on board the vessel nor did I ask him why he had problems with his eye. During his service on board the vessel Panagagelos was well liked and as far as I am aware he had no personal disputes with other crewmembers. I, G. Fortes, of the SS EURYBATIS have read and have translated the above statement consisting of two and one part pages to Nic Lalaounis and he states that it is true and correct.

Signed G. Fortes

Witnessed by: John Kissanis on board SS EURYBATIS, Baltimore, Md.,
October 18, 1972

RE: SS E-URVATES
Injury to Antypas Panagagelos
August 1972

STATEMENT OF OILER PAVLOS GIAPITZAKIS

My name is Pavlos Giapitzakis. I am 27 years old. I reside in Athens, Greece. I have been serving on board the SS E-URVATES as oiler for four months and as apprentice engineer for the past one month. I make the following statement in connection with the alleged injury to oiler Antypas Panagagelos on or about August 9, 1972. When I first signed on board the vessel as oiler Panagagelos was serving on board as oiler. I had the 12 to 4 watch and Panagagelos had the 8 to 12 watch. Our duties on board the vessel as oiler consisted of a general routine. That is we performed the same duties each day with the exception that the oiler who had the 8 to 12 watch had an additional duty each morning at 0800 which consisted of feeding about a quart of chemical into the boiler in the engine room. The chemical is stored in a drum of about 25 gallons which is located near one of the two turbine generators on the second deck in the engine room. Each morning at 0800 the oiler on duty carries about a quart of this chemical and feeds it into the ship's boiler which is about 20 meters from where the drum is stowed. The drum is positioned on its end near the ship's bulkhead on the steel deck with a nozzle in order to allow the chemical to flow out easily when the nozzle is turned open. As stated above the drum is located a few feet away from one of the large turbine generators. There is a railing around the generator about four feet from the deck of the engine room. This is the only additional duty the 8 to 12 oiler performs while on duty. In any event while the vessel was docked at the Port of Manila on or about July 17, 1972, I observed Panagagelos about the vessel and at that time I asked him how he was and he stated that his eye was hurting him. I then asked him what had happened and he then stated

that he was hurt I believe he said about one or two weeks prior while the vessel was at sea in the area of one of the turbine generators while he was preparing to feed the chemical as stated above in the boiler. That was all that was exchanged about the incident with Panagagelos. Subsequent to this I would observe Panagagelos about the vessel and I would ask him how he felt and he would state that he could not see well out of one of his eyes. Each time I approached him subsequent to this he would state this to me. I remember that after the vessel arrived at the Port of Kobe on or about August 5, 1972, I saw Panagagelos about the vessel and he informed me that he was going to see a doctor ashore. After that Panagagelos returned to the vessel and I asked him how he was and he stated that the doctor at Kobe advised him to remain ashore for medical treatment. At that time Panagagelos stated that he would wait until the vessel arrived at Yokohama at which time he would see another doctor to get another opinion. Subsequent to this the vessel arrived at Yokohama and I remember that I observed Panagagelos about the vessel and he informed me that he was going to the doctor. After that Panagagelos returned to the vessel and informed me that this doctor too stated that he should remain ashore for an operation because he was seriously injured. I did not see Panagagelos subsequent to that time. I want to state that I got along well and so did other crewmembers with Panagagelos. I knew that he was not married and I believe he said he had one brother. I did not go ashore with Panagagelos at any time because we had different watches. I, G. Fortes, Chief Officer of the SS EURYBATES have read and have translated the above statement consisting of three and one part pages to Pavlos Giapitzakis and he states that it is true and correct.

Signed by G. Fortes

Witnessed by: John Kinsanis on board SS EURYBATES, Baltimore, Md.,
October 18, 1972

RE: SS EURYDATES
Injury to Antypas Panagagelos
August 1972

STATEMENT OF OILER JOHN OLOPAILIOY

My name is John Olopailioy. I am 29 years old. I reside in Athens, Greece. I have been serving on board the SS EURYDATES as oiler for the past 37 months. I have the 4 to 8 watch. I make the following statement in connection with the alleged injury to oiler Antypas Panagagelos on or about August 9, 1972. When Panagagelos signed on board the vessel I was already serving on board the vessel and when he came on board during our service on board the vessel together we shared the same cabin. I did not know Panagagelos prior to when he served on board the vessel. I did not socialize with Panagagelos very much either on board the vessel or ashore mainly because we had two different personalities and also because we each had different watches. We did get along well together and we had a friendly relationship. Panagagelos was about 38 years old and I knew that he was not married. I never went ashore with Panagagelos. I remember that approximately one week prior to the vessel's arrival at Yokohama I noticed Panagagelos about the vessel and I asked him how he was and he stated that his eye was hurting. I then asked him what happened and he stated that he had an accident in the engine room. That is all that was said and we thereafter continued on our separate ways. Subsequent to this I would observe Panagagelos in our room and about the vessel and he would state that his eye was still bothering him. On several occasions I suggested that if it continued to bother him he should visit a doctor ashore. I state that subsequent to the time I was informed by Panagagelos about his problem with his eye he continued his work each day and other than the fact that he would state that his eye bothered him he appeared perfectly healthy. As oilers on board the vessel both Panagagelos and myself followed a general routine in the engine room. That is we performed the same duties each day with the exception that being that Panagagelos had the

8 to 12 watch one of his duties consisted of feeding the boiler in the engine room with about a pint of chemical each morning at 0300. Other than that we did the same job on board the vessel. After the time Panagagelos first informed me that his eye hurt him the vessel stopped at various Japanese ports and when the vessel docked at Yokohama Panagagelos informed that he was going to visit a doctor ashore to examine his eye. Subsequent to this Panagagelos returned to the vessel and I observed him gathering his clothes at which time he told me that he was going to remain ashore for medical treatment. That was the last time I saw him and nothing else was said. I further want to state that while Panagagelos was serving on board the vessel he was well liked and as far as I was aware he had no personal disputes with any other crewmember nor did I suspect that he had a drinking problem. I, G. Fortes, Chief Officer of the SS EURYBATES, have read and have translated the above statement consisting of two and one part pages to John Gagailic and he states that it is true and correct.

Signed by G. Fortes

Witnessed by: John Kissanis on board SS EURYBATES, Baltimore, Md.,
October 18, 1972

A: 62

RE: SS LARV 1233
Injury to Antypas Panagagelos
August 1972

STATEMENT OF FIREMAN GERASIMOS STEFANATOS

My name is Gerasimos Stefanatos. I am 47 years old. I reside in Kefalonis, Greece. I have been serving aboard the SS EURYBATES as Fireman for the past five months. I make the following statement in connection with the alleged injury to oiler Antypas Panagagelos on or about August 9, 1972. When I first joined this vessel Panagagelos was serving on board as oiler. I had the 8 to 12 watch and so did Panagagelos. My duties as fireman mainly consist of a general routine such as checking machinery and gauges in the engine room. While on board the vessel I observed Panagagelos on duty in the engine room on many occasions. He appeared for his watch each day and I heard that he performed his duties well. I state that each time I observed him throughout the engine room he appeared perfectly healthy and at no time did he inform me that he was ill or had sustained an injury either ashore or on board the vessel. I remember that after the vessel arrived at Kobe, Japan, Panagagelos approached me and stated that he went to a doctor ashore who told him that his eye was in serious condition. I asked him at that time what had happened and he stated that he had an accident in the engine room sometime prior. I then asked him why he did not mention it to anyone and he stated that he did not think it was serious at that time. He did not tell me when he had his accident. After the vessel left Kobe I again noticed Panagagelos in the engine room on duty each day and on one occasion he stated that he was going to another doctor when the vessel arrived at Yokohama. I, G. Fortes, Chief Officer of the SS EURYBATES have read and have translated the above statement consisting of one and one part pages to Gerasimos Stefanatos and he states that it is true and correct.

Signed By G. Fortes

Witnessed by: John Diamonis on board SS EURYBATES, Baltimore, Md.,
October 18, 1972

RE: SS EURYBATIS
Injury to Antypas Panagagelos
August 1972

STATEMENT OF THIRD ENGINEER JOHNNY SUKARMAN

My name is Johnny Sukarman. I am 50 years old. I reside in Indonesia. I have been on board the SS EURYBATIS for the past 10 years and as Third Engineer for the past four years. I make the following statement in connection with the alleged injury to Oiler Antypas Panagagelos on or about August 9, 1972. ^{When} Panagagelos signed on board the vessel as Oiler, I was serving on board as Third Engineer. Panagagelos had the 8 to 12 watch and so did I. The duties of the 8 to 12 oiler consisted of a general routine mainly of checking temperatures and oiling various types of machinery throughout the Engine Room. In addition to these duties the Oiler and in fact any other crewmember in the Engine Room has a duty to keep watch over the ship's evaporator. This evaporator consists of a steel box filled with water which is located in the second deck of the Engine Room. This box is secured to the ship's bulkhead and it is the duty of any person in the Engine Room to keep an eye on the water level of this evaporator box and when the water reaches below a certain level the person observing this turns a nozzle and in turn water flows into this evaporator until it reaches the level at which it is required. In addition to filling the evaporator box with water the person must also pour some evaporator treatment chemical into the evaporator box. This chemical is contained in a 10-gallon drum which is stowed about 10 feet from the evaporator box. The person on duty simply fills out a can of about a quart of this powdery chemical and carries it to the evaporator box and then pours it into the evaporator box. In addition to oiling and checking temperature

A 64

about the engine room, these are the only duties of an Oiler in the engine room except when he is working overtime at which time he might be doing things such as painting and cleaning the engine room. The oiler has nothing to do with the operation of feeding chemical into the boiler as this is the fireman's duty. While serving on board the vessel Panagagelos performed his duties well. He never complained to me that he was injured while on board the vessel. I did not socialize with him at all and I only spoke with him while on duty in the engine room. I remember once we were about three days prior to when the vessel arrived at the Port of Kobe when I observed Panagagelos on duty standing in the engine room and he was rubbing his eye. I approached him and asked him what was wrong and he stated that at times he got dizzy and could not see out of one of his eyes. At that time Panagagelos stated that at the next port he was going to see a doctor. After the ship left the next port of call, Kobe, I again noticed that Panagagelos worked his watch; however, I did not discuss ^{with} him the problem he told me he had with his eye. He continued his work on board the vessel and appeared to be in good health. At no time did he complain to me that he was ill and as stated above he did not mention to me nor did any other crewmember mention Panagagelos sustained an injury while on board the vessel. Subsequent to the vessel's departure from Yokohama I did not see Panagagelos and the Chief Engineer stated that he left the ship. I, G. Fortes, Chief Officer of the SS EURIBATES have read and have translated the above statement consisting of two and one part pages to Johnny Sukarman and he states that it is true and correct.

Signed Johnny Sukarman

Witnessed by: John Kismanis on board SS EURIBATES, Baltimore, Md.,
October 18, 1972

February 20, 1973

REPORT ON PATIENT

- The first time that I examined Mr. ANTIPAS PALLAGAKIS, age 39, an oiler of the S/S EUNYDATHIS, was on October 12th, 1972 at the Eye Clinic of "LAIKON HOSPITAL".
- The examination showed an atrophy of his left eye with complete loss of eye-sight.
- On July 1st, 1972 he had sustained head injuries and due to severe pains he felt, he was admitted to a Japanese hospital where doctors diagnosed a dislocation of retina. The patient underwent a proper operation but without any success as he himself told me.
- On September 3rd 1972 patient returned to Greece where he visited the office of P. D. Marchantini & Co. (Hellas) Ltd. and was given a letter for the doctors to examine him and to prescribe the proper therapy.
- In he himself told me due to severe pains of his eye, ^{he} went on his own initiative to the eye clinic of "LAIKON HOSPITAL" on September 15, 1972 where in spite of an intense therapy and the doctors' efforts his eye condition was not improved.
- On October 22, 1972 I again visited the "LAIKON HOSPITAL" to examine the patient but he was discharged on October 19, 1972.
- On December 5, 1972 the patient called at my office. Examinations and analysis of blood, urine, sugar, skull X-ray photos proved nothing pathologically.
- On December 7th, 1972 the patient came back to my office and I gave him a ticket for a neurological examination which was performed by Mr. P. Naka, a neurologist, but proved pathologically nothing again.
- On January 9th, 1973 I gave him an examination ticket for an electro-encephalography which was performed on January 11, 1973 and proved that the electro-encephalography was within physiological limits.
- On January 16, 1973 this patient visited again my office and I gave him a ticket again for admission to the eye clinic of "LAIKON HOSPITAL" for the final phase of his therapy.
- On January 24, 1973 I visited the above hospital to follow up the condition of his therapy but,
- HE HAD NOT APPEARED AND WAS NOT ADMITTED INTO THE HOSPITAL.
- A few days later he phoned me that due to his father's ill health he was unable to go to "LAIKON HOSPITAL" and that he would go there only when his father's health permitted it.
- Since then and up to now I never saw the patient again.

Signed: P. K. TROUTIS, M.D.

January 11, 1973

ELECTROENCEPHALOGRAPHY
of Mr. Antypas Panaggeolos
(ordered by Doctor Tsoutis)

2.4 - 2.6 a frequency 11/1, low power, without noteworthy asymmetry between hemispheres. A good reaction of exclusion of both. Rare scattered waves on both sides. Over-breathing does not cause a noticeable change of the diagram.

Conclusion: Electroencephalography within physiological limits.

[Handwritten signature]

(42)

MEDICAL NOTE

Mr. Antypas Panaggeolos, Age 40, 78 Xenophon Street, Korydallos was sent by Dr. Tsoutis for examination. As a result of an objective neurological examination, he was found not to show anything pathological.

January 11, 1973.

[Handwritten signature]

Joint Service Agreement
510-3935

THIS AGREEMENT, entered into by and between the undersigned
this 1st day of December 1959:

WITNESSETH:

Article 1. Certain of the parties hereto are owners of vessels for the transportation of cargo and/or passengers; and, in addition, said parties may from time to time become the charterers of other such vessels.

Article 2. This agreement covers the establishment and maintenance by the parties hereto of joint cargo and passenger service under the trade name "Marchessini Lines" in the trades between ports of the United States, including Alaska and Hawaii (but not including transportation with the purview of the coastwise laws of the United States), and ports in the Republic of the Philippines; the United Kingdom of Great Britain and Northern Ireland; Republic of Ireland; Continent of Europe, including Scandinavia; Canada; Mexico; Central America; Cuba; West Indies; Caribbean Sea ports; Uruguay; Argentina; Brazil; Colombia; Venezuela; Ecuador; Peru; Chile; Union of Soviet Socialist Republics; Ceylon; Laos; Vietnam; Cambodia; Burma; Singapore; New Guinea; Islands in the Pacific Ocean; Australia; New Zealand; Tasmania; Iran; Kuwait; Manchuria; West Coast and East Coast of Africa; Union of South Africa; Madagascar; the Azores; Madeira; Canary Islands; Cape Verde Islands; the Islands of San Thome and Fernando Poo; and Iceland.

Article 3. Each party shall delegate to its general agent, P.D. Marchessini & Co., Ltd., London, England, and empower the latter to redelagate to its subagent in the United States, P.D. Marchessini & Co. (New York), Inc. (who are referred to collectively hereinafter as "the Agents") full and complete responsibility for the booking and solicitation of cargo and passenger and collection of freight and passenger revenues, but such revenues shall be for the account of the vessel carrying such passengers and cargo. The responsibility so delegated shall be exercised by P.D. Marchessini & Co. (New York), Inc., with respect to the booking and solicitation of cargo and passengers and collection of freight and passenger revenues in the United States, either directly or through any firm it may employ for such purpose, including Marchessini Lines, Inc., and shall be exercised with respect to the booking and solicitation of cargo and passengers and collection of freight and passenger revenues outside the United States by

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P.D. Marchessini & Co., Ltd., London, either directly or through such subagent as the latter may employ for that purpose.

The parties shall also delegate to the Agents full and complete authority to be exercised by P.D. Marchessini & Co., Ltd., London, outside the United States and by P.D. Marchessini & Co. (New York), Inc. in the United States, respectively, on their behalf: to fix rates; to allocate the tonnage furnished by them; to space the sailings in the joint service; to appoint and remove subagents; to apply for membership in and withdraw from such conferences as they may deem advisable; to settle cargo and passenger claims for the account of the vessel; and generally to perform all such duties and make all such other decisions as may be necessary or advisable in the fulfillment of management control of the joint service.

Article 4. The joint service may become a party to, and may resign or withdraw from, any agreement which is subject to the United States Shipping Act, 1916, as amended, and which shall have been duly approved by the governmental agency charged with the administration of said Act, and which shall provide for the establishment of a conference, a pool, a joint service or other lawful arrangement. The joint service shall act as a single member or party to such agreements and shall be represented in such conference, pooling, joint service or other agreements, by the Agents or such other person, firm or corporation as the Agents may designate in a writing filed with the respective conference, pool or joint service and with the governmental agency charged with the administration of the Shipping Act, 1916, as amended. Until such a writing be filed with that agency the signature to such conference, pooling, joint service or other agreements in instances where the conference is domiciled or the pooling or other agreement is administered outside the United States shall be in the following form:

Compania Maritima San Basilio, S.A.
Sociedad Maritima San Nicolas, S.A.

By: P.D. Marchessini & Co., Ltd., London, Agent

By: _____
(Name and title of person signing)

In instances where the conference is domiciled or the pooling or other agreement is administered in the United States, the signature to such conference, pooling, joint service or other agreement shall be in the following form:

Compania Maritima San Brilio, S.A.
Sociedad Maritima San Nicolas, S.A.

By: P.D. Marchessini & Co. (New York), Inc., Agent

By: _____
(Name and title of person signing)

Article 5. In the case of any trades or traffic within the scope of this agreement with respect to which the rates, charges, and practices are not prescribed by any conference or any other agreement which shall have had approval of the governmental agency charged with the administration of the United States Shipping Act, 1916, as amended, and of which the joint service shall be a member, the rates, charges and rules setting forth the practices covering such trades and traffic established and maintained by the Agents shall be furnished promptly to the governmental agency charged with the administration of the United States Shipping Act, 1916, as amended.

Article 6. The parties shall cooperate to supply tonnage for the joint service as their owned and chartered vessels are available, but no definite proportions of participations have been agreed upon.

Article 7. Bills of Lading and passenger tickets shall clearly show the names of the companies, parties to this agreement, for whose account the particular vessel is operated. Copies of all bill of lading forms, dock receipt forms, and passenger ticket forms shall be furnished promptly to the governmental agency charged with the administration of Section 15 of the Shipping Act, 1916, as amended.

Article 8. Conference admission fees, dues and expenses and deposits required by any conference to guarantee fulfillment of conference agreement terms shall be borne by the parties hereto in proportion to their participation in each calendar year in the service covered by the conference concerned.

Article 9. Any common carrier by water, engaged in the trades covered by this agreement, or any of them, and operating under the management of the Agents or who has signified its intention to so engage and so operate, may with the consent of all the parties hereto become a party to this agreement by signing a counterpart hereof, but such participation shall not be effective until an appropriate modification providing for the admission of said additional party and the new form of signature of the joint service to conference, pooling or other agreements shall have been approved by the governmental agency charged with the administration of the United States Shipping Act, 1916, as amended.

Article 10. This agreement may be cancelled by any party giving written notice to the other parties and to the governmental agency charged with the administration of the United States Shipping Act, 1916, as amended. Upon such notice being given, the parties hereto shall give notice also of resignation or withdrawal from every conference, pooling or other agreement to which the joint service is a party, in order that such resignations or withdrawals shall become effective simultaneously or as near thereto as possible with the termination of this agreement; provided, however, that this agreement shall remain in full force and effect until all such resignations and withdrawals shall become effective.

Article 11. This agreement shall become effective as soon as but not until the same shall have been approved pursuant to the provisions of Section 19 of the Shipping Act, 1916, as amended.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their representatives thereunto duly authorized.

COMANIA MARITIMA SAN NICOLAO, S.A.

By: _____

SCSIEDAS MARITIMA SAN NICOLAO, S.A.

By: _____

THIS AGREEMENT entered into by and between the undersigned
this 25th day of March 1960:

WITNESSETH:

1. The parties hereto agree that Article 2 of their agreement dated December 1, 1959, and approved by the Federal Maritime Board February 1, 1960 (Federal Maritime Board Agreement No. 8423), is hereby amended so as to read as follows:


"Article 2. This agreement covers the establishment and maintenance of the parties hereto of a joint cargo and passenger service under the trade name 'Marchessini Lines', in the trades between ports of the United States, including Alaska and Hawaii (but not including transportation within the purview of the coastwise laws of the United States), and ports in the Republic of the Philippines, the United Kingdom of Great Britain and Northern Ireland, Republic of Ireland, Continent of Europe, including Scandinavia, Canada, Mexico, Central America, Cuba, West Indies, Caribbean Sea, South America, Union of Soviet Socialist Republics, Ceylon, Laos, Vietnam, Cambodia, Burma, Republic of Singapore, Thailand (Siam), China, including Hong Kong, Japan, Formosa, Federation of Malaya, Republic of Indonesia, New Guinea, Islands of the Pacific Ocean, Saudi Arabia, Australia, New

Zealand, Tasmania, Iraq, Iran, Kuwait, Manchuria,
the Continent of Africa, India, Pakistan, Madagascar,
United Arab Republic, Lebanon, the Azores, Madeira,
Canary and Cape Verde Islands, the Islands of San
Thome and Fernando Po, and Iceland."

2. This modification shall become effective as soon as
but not until the same shall have been approved by the Federal
Maritime Board pursuant to §15 of the Shipping Act, 1916, as
amended.

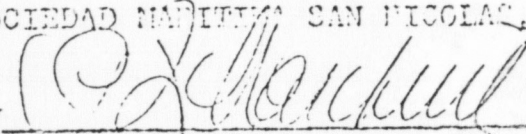
COMPANIA MARITIMA SAN PABLO, S.A.

By


G. Gigantes (President)

SOCIEDAD MARITIMA SAN NICOLAS, S.A.

By


P.D. Marchessini (President)

A 74

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MEMORANDUM OF AGREEMENT dated June 30, 1953, between
RALPH D. MARCHESINI & CO., LTD., London, England (hereinafter
called the "AGENT") and COMPANIA MARITIMA SAN BASILIO, S.A.
(hereinafter called the "OWNER"),

W I T N E S S E T H :

WHEREAS the OWNER wishes to have adequate representation throughout the entire globe for its vessels, and the OWNER desires to give the exclusive management and operation of its vessels to the AGENT, and the AGENT is ready and willing to undertake the exclusive management and operation of said vessels,

NOW, THEREFORE, in consideration of the mutual covenants herein contained and other good and valuable considerations, the parties hereto agree as follows:

1. That the AGENT shall have the exclusive representation throughout the world for said vessels of the OWNER, at the following compensation payable monthly by OWNER:

(a) Agency fee of One Hundred Fifty (\$150.00) Dollars for each call at a United Kingdom or continental port by any vessel;

(b) Commission on charter fixtures closed by AGENT at one and one-quarter percent (1-1/4%) on gross freights, demurrage, dead freight, and all other charter fixtures compensation earned by any vessel;

(c) Commission on general cargo bookings closed by AGENT at two and one-half percent (2-1/2%) on general cargo bookings.

(d) Commission at one-half percent (1/2%) on collections made by AGENT covering gross freights, general cargo bookings, demurrage, dead freight and all other charter fixtures compensation earned by vessels, less deductions allowed under charter party terms.

The above rates of compensation shall be subject to renegotiation between the parties at any time and from time to time after ninety (90) days from date hereof.

2. That the OWNER will at all times maintain sufficient credit with the AGENT for the estimated cost of domestic and overseas expenses and disbursements for bunkers, port dues, agency fees, and other disbursements, paid or incurred at domestic and overseas ports.

3. If any loans are advanced at any time by the AGENT to the OWNER, the amount so loaned shall bear interest at the rate of four percent (4%) for the period during which they remain unpaid.

4. That the AGENT is herein authorized to appoint such Agents or Limited Agents for the OWNER for representation in various points throughout the globe on the same terms and conditions as hereinabove provided.

5. This Agreement may be terminated in whole or in part by fifteen (15) days' written or telegraphic notice by either party.

6. This Agreement shall be deemed to be automatically renewed for two (2) years from date and from year to year thereafter, unless terminated in accordance with Clause 5 of this Agreement.

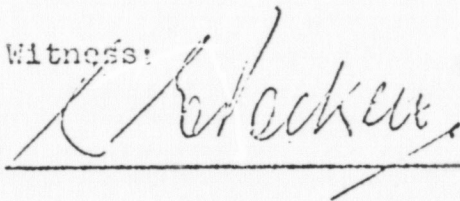
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7. This Agreement supersedes previous Agreement dated July 2, 1955, between P. D. MARCHESSINI & CO., Ltd., London, England (herein called the AGENT) and COMPANIA MARITIMA SAN BASILIO, S.A. (herein called the OWNER).

IN WITNESS WHEREOF, the foregoing Agreement has been signed and executed by the parties hereto the day and year above written.

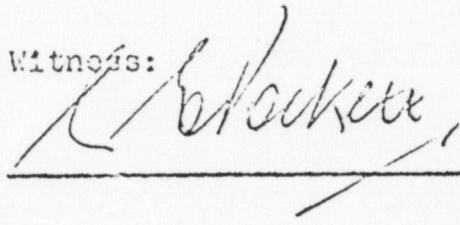
COMPANIA MARITIMA SAN BASILIO, S.A.

By: 

Witness: 

P. D. MARCHESSINI & CO., LTD. (London)

By: 

Witness: 

MEMORANDUM OF AGREEMENT dated June 30, 1960, between P. D. MARCHESSINI & CO. (NEW YORK), INC., a New York corporation, of 21 West Street, New York City, New York (hereinafter called the "LIMITED AGENT") and P. D. MARCHESSINI & CO., LTD., London, England (hereinafter called the "GENERAL AGENT"),

W I T N E S S E T H :

WHEREAS the GENERAL AGENT is the general agent for all vessels of COMPANIA MARITIMA SAN BASILIO, S.A. (hereinafter called the "OWNER") of Panama City, R.P., a corporation organized under the laws of the Republic of Panama, pursuant to an Agreement dated July 2, 1956 and superseded by an Agreement dated June 30, 1958; and

WHEREAS the GENERAL AGENT desires pursuant to authority granted it under aforesaid Agreement dated June 30, 1958, to give the exclusive agency in the United States of America of the vessels of the OWNER to the LIMITED AGENT, and the LIMITED AGENT is ready and willing to undertake and act as agreed in the United States upon arrival of the vessels of the owner in the United States,

NOW, THEREFORE, in consideration of the mutual covenants herein contained and other good and valuable considerations, the parties hereto agree as follows:

1. That the LIMITED AGENT shall have the exclusive agency in the United States of America of the vessels of the OWNER, at the following compensation payable monthly on behalf

of the OWNER:

(a) Agency fee of Five Hundred (\$500.00) Dollars per calendar month or pro rata thereof for each time-chartered vessel only;

(b) Agency fee of One Hundred Fifty (\$150.00) Dollars for each call at a continental United States port by any vessel;

The above rates of compensation shall be subject to renegotiation between the parties at any time and from time to time after ninety (90) days from date hereof.

2. That the GENERAL AGENT on behalf of OWNER will at all times maintain sufficient credit with the LIMITED AGENT for the estimated cost of domestic disbursements for bunkers, port dues, agency fees, and other disbursements, paid or incurred at domestic ports.

3. If any loans are advanced at any time by the LIMITED AGENT on behalf of the OWNER or the GENERAL AGENT, the amount so advanced shall bear interest at the rate of four percent (4%) for the period during which they remain unpaid.

4. This agreement may be terminated in whole or in part by fifteen (15) days written or telegraphic notice by either party.

5. This agreement shall be deemed to be automatically renewed for two (2) years from date and from year to year thereafter, unless terminated in accordance with Clause

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4 of this agreement.

IN WITNESS WHEREOF, the foregoing agreement has been signed and executed by the parties hereto the day and year above written.

P.D.MARCHESSINI & CO., LTD., London

By *L. S. Marchessini*

Witness: *L. Marchessini*

P.D.MARCHESSINI & CO. (NEW YORK), INC.

By *John Marchessini*

Witness: *John Marchessini*

STATE OF NEW YORK, COUNTY OF NEW YORK

ss.:

The undersigned, an attorney admitted to practice in the courts of New York State,

Check Applicable Box

☐ Certification
By Attorneycertifies that the within
has been compared by the undersigned with the original and found to be a true and complete copy.☒ Attorney's
Affirmationshows: deponent is an associate with the firm of POLES, TUBLIN, PATESTIDES
& STRATAKIS
CIA MARITIMA SAN BASILLO S.A., et al. the attorney(s) of record forin the within action; deponent has read the foregoing
and knows the contents thereof; the same is
true to deponent's own knowledge, except as to the matters therein stated to be alleged on information and belief,
and that as to those matters deponent believes it to be true. This verification is made by deponent and not by
Defendant, CIA MARITIMA SAN BASILLO S.A. is because said defendant
is a foreign corporation

The grounds of deponent's belief as to all matters not stated upon deponent's knowledge are as follows:

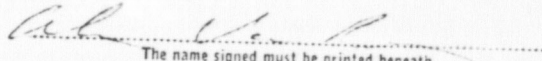
Based upon the file and material furnished by defendants

The undersigned affirms that the foregoing statements are true, under the penalties of perjury.

Dated: February 6, 1975.

STATE OF NEW YORK, COUNTY OF

ss.:


 The name signed must be printed beneath
 ALAN VAN PRAAG

Check Applicable Box

☐ Individual
Verificationthe
the foregoing
deponent's own knowledge, except as to the matters therein stated to be alleged on information and belief, and as
to those matters deponent believes it to be true.☐ Corporate
Verificationthe
a
foregoing
is true to deponent's own knowledge, except as to the matters therein stated to be alleged upon information and
belief, and as to those matters deponent believes it to be true. This verification is made by deponent because
is a corporation and deponent is an officer thereof.

The grounds of deponent's belief as to all matters not stated upon deponent's knowledge are as follows:

Sworn to before me on

19

The name signed must be printed beneath

STATE OF NEW YORK, COUNTY OF

ss.:

is over 18 years of age and resides at

being duly sworn, deposes and says: deponent is not a party to the action,

☐ Affidavit
of Service
By MailOn
upon
attorney(s) for
19 deponent served the within
in this action, atby depositing a true copy of same enclosed in a post-paid properly addressed wrapper, in a post office — official
depository under the exclusive care and custody of the United States Postal Service within the State of New York.☐ Affidavit
of Personal
ServiceOn
deponent served the within
19 at
uponherein, by delivering a true copy thereof to h personally. Deponent knew the
person so served to be the person mentioned and described in said papers as the therein.

Sworn to before me on

19

The name signed must be printed beneath

SERVICE OF THIRD (3) COPIES OF THE WITHIN
IS HEREBY ADMITTED

DATE 7-1-67 197

RECEIVED

3 6-7 2-6-76
RECEIVED 2-1-67